

Amended Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)



- Main Amendments -

(1) Effective date : 1 May 2019 (Date of which application for survey is submitted)

- Update the notification method of survey reports
- Update the keeping of the certificates and survey reports
- Specify the content of Dual Classed Vessel
- Add the Barge(Ship type) to the Extended Dry-Docking Interval System(EDD) etc.

(1) Effective date : 1 May 2019

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ Section 4 <omitted></p> <p style="text-align: center;">Section 5 Certificates and Reports</p> <p>501.~503. <omitted></p> <p>504. Survey reports</p> <p>On completion of the Classification Survey and the surveys assigned to maintain the classification, the Survey Reports will be issued. Ship's particulars, survey results, the date and description of the next surveys, etc. are to be stated in the Survey Reports. <u>The Survey Reports will be used as notice to the Owners.</u></p> <p>505. Keeping of the certificates and survey reports</p> <p>The Certificate of Classification, the Interim Certificate of Classification, Particular Sheets and Survey Reports, etc. are always to be kept on board by the master of the ship and are to be produced when requested by the Surveyor.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ Section 4 <same as current rules></p> <p style="text-align: center;">Section 5 Certificates and Reports</p> <p>501.~503. <same as current Rules></p> <p>504. Survey reports <i>(2019)</i></p> <p>On completion of the Classification Survey and the surveys assigned to maintain the classification, the Survey Reports will be issued. Ship's particulars, survey results, the date and description of the next surveys, etc. are to be stated in the Survey Reports. <u>The Owner can get relevant information on "KR e-Fleet'(Website).</u></p> <p>505. Keeping of the certificates and survey reports [See Guidance] (2019)</p> <p>The Certificate of Classification, the Interim Certificate of Classification, Particular Sheets and Survey Reports, etc. are always to be kept on board by the master of the ship and are to be produced when requested by the Surveyor.</p> <p><hereafter, same as current Rules></p>	<p>- As a top management's instruction, updated the notification method of survey reports.</p> <p>- Reflecting the request of revision from SK Shipping</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. ~ 112. <omitted></p> <p style="padding-left: 40px;"><Newly added></p> <p>113. ~ 115. <omitted></p> <p style="padding-left: 40px;"><hereafter, omitted></p> <p style="text-align: center;">Section 6 Docking Survey</p> <p>601.~604. <omitted></p> <p>605. Extended Dry-docking Interval System</p> <p>1. General</p> <p>(1) <omitted></p> <p>(2) The "Extended Dry-docking Interval System" <u>applies to ships with LNG Carriers among the Liquefied Gas Carrier notation, Ro-Ro Ship notation, Container Ship notation, or Cargo Ship notation and General Dry Cargo Ships specified in Sec 14. (2018)</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. ~ 112. <same as current rules></p> <p>113. Maintaining of dual classed vessel (2019)</p> <p>1. <u>In case of dual classed vessel, the Classification and Surveys should be maintained in accordance with the agreement adopted by the two Societies.</u></p> <p>2. <u>The procedures for maintaining(periodical surveys etc.) dual classed vessel are prescribed in the separate Instruction.</u></p> <p>114. ~ 116. <same as the current rules></p> <p style="padding-left: 40px;"><hereafter, same as current Rules></p> <p style="text-align: center;">Section 6 Docking Survey</p> <p>601.~604. <same as current rules></p> <p>605. Extended Dry-docking Interval System</p> <p>1. General</p> <p>(1) <same as the current rules></p> <p>(2) The "Extended Dry-docking Interval System" applies <u>to ship types as following; (2019)</u></p> <p><u>(A) Liquefied Gas Carrier notation,</u></p> <p><u>(B) Ro-Ro Ship notation,</u></p> <p><u>(C) Container Ship notation,</u></p> <p><u>(D) Cargo Ship notation(incl. General Dry Cargo Ships specified in Sec 14.),</u></p> <p><u>(E) Barge notation.</u></p> <p><hereafter, same as current Rules></p>	<p>- "Maintaining of dual classed vessel" are newly added.</p> <p>= refer to 6.3.10 of the Procedure for Existing Ship Survey(QP-12)</p> <p>- Re-adjusted numbers</p> <p>- At the request of the Domestic Business Development Team (DBD5000-8-2019, '19. Mar. 18), it has been changed from LNG Carriers among the Liquefied Gas Carrier to all kind of Liquefied Gas Carrier.</p> <p>- At the request of Survey Team, Barge(Type of Ship) is newly added.</p>

(1) Effective date : 1 June 2019

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1. ~ 26. <omitted></p> <p>27. Remote Inspection Techniques(RIT) (2019)</p> <p>Remote Inspection Technique is a means of survey that enables examination of any part of the structure without the need for direct physical access of the surveyor(refer to IACS Rec.42).</p> <p><u><newly added></u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1. ~ 26. <same as current Rules></p> <p>27. Remote Inspection Techniques(RIT) (2019)</p> <p>Remote Inspection Technique is a means of survey that enables examination of any part of the structure without the need for direct physical access of the surveyor(refer to IACS Rec.42).</p> <p><u>28. Remote Survey (2019)</u></p> <p><u>Remote Survey is that enables survey by reviewing the data of the electronic file(photograph, video, copy of document, etc) submitted by the Owner without the need for direct physical attendance of surveyor to a ship and communicate with the ship in real time video, if necessary. The system to recognize such Remote Survey is called remote survey system.</u></p> <p><hereafter, same as current Rules></p>	<p>- to introduce the Remote Survey</p>

Present	Amendments	Reason
<p>Section 10 Occasional Survey 1001. Occasional Survey [See Guidance]</p> <p>All classed ships are to be subjected to Occasional Surveys when they fall under either of the following conditions at the periods other than those of Special, Intermediate, or Annual Survey:</p> <p>(1) When main parts of hull or machinery, or important fittings or equipment which have been surveyed by the Society, have been damaged, or are about to be repaired or altered.</p> <p>(2) ~ (7) <omitted></p> <p>1002. Items of survey</p> <p>In the Occasional Surveys, the necessary parts are to be examined in each case of 1001.</p> <p><newly added></p>	<p>Section 10 Occasional Survey 1001. Occasional Survey [See Guidance]</p> <p>All classed ships are to be subjected to Occasional Surveys when they fall under either of the following conditions at the periods other than those of Special, Intermediate, or Annual Survey:</p> <p>(1) When main parts of hull or machinery, or important fittings or equipment which have been surveyed by the Society, have been damaged, or are about to be repaired or altered.</p> <p>(2) ~ (7) <same as current Rules></p> <p>1002. Items of survey</p> <p>In the Occasional Surveys, the necessary parts are to be examined in each case of 1001.</p> <p style="text-align: center;"><u>Section 11 Remote Survey (2019)</u></p> <p><u>1101. Remote Survey</u></p> <p><u>1. Application</u></p> <p>(1) <u>At the request of the Owner, Remote Survey may be applied to the ships engaged on international voyages. And its application may be restricted depending on flag state administration, purpose and condition of the ships.</u></p> <p>(2) <u>Passenger ships, submersibles, nuclear ships, hydrofoils, air cushion vehicles and high speed crafts are to be excluded from Remote Survey.</u></p> <p>(3) <u>Where the required data or conditions are not met or where any damages or defects requiring attention are identified or the Society deems it necessary, the Remote Survey is to be canceled and a traditional survey method is to be carried out.</u></p> <p><u>2. Type of Remote Survey</u></p> <p><u>Remote Survey is available for the following items and additional Remote Survey is possible if accepted by the Society.</u></p> <p>(1) <u>Continuous Machinery Survey</u></p> <p>(2) <u>Three(3) month extension of Shaft Survey</u></p> <p>(3) <u>Three(3) month extension of Boiler Survey</u></p> <p>(4) <u>Minor Damage Survey</u></p> <p>(5) <u>Outstanding COC(Condition of Class) or confirming the repairing deficiencies or corrective actions.</u></p>	<p>- Comment to add “engaged on international voyages” by Quality Management Team has been added. (English version only)</p>

Present	Amendments	Reason
<p data-bbox="136 799 696 834">Section <u>10</u> ~ Section <u>18</u> <omitted></p> <p data-bbox="120 871 349 898"><hereafter, omitted></p>	<p data-bbox="808 244 1211 271">3. Condition of Remote Survey</p> <p data-bbox="835 284 1839 496"><u>(1) In relation to the “Minor Damage Survey” of 2., (4) above, identified structural damages or statutory items may require authorization from flag state administration if Surveyor will not attend. Generally any damages in association with wastage over the allowable limits(including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Surveyor, will affect the vessel's structural, watertight or weathertight integrity, will require surveyor physical attendance.</u></p> <p data-bbox="835 499 1839 587"><u>(2) In relation to the “Outstanding COC(Conditions of Class) or confirming the repairing deficiencies or corrective actions” of 2., (5) above, the some items related to Statutory shall be authorized by flag state administration.</u></p> <p data-bbox="835 590 1559 617"><u>(3) The Owner is to submit the data required by the Society.</u></p> <p data-bbox="835 620 1800 647"><u>(4) The ship is to have at least an internet connection during the Remote Survey.</u></p> <p data-bbox="835 651 1839 710"><u>(5) If necessary, an environment is to be provided for smooth real-time bi-directional communication(video and audio) between a ship and the Society.</u></p> <p data-bbox="1025 786 1581 821">Section <u>11</u> ~ Section <u>19</u> <omitted></p> <p data-bbox="797 858 1193 885"><hereafter, same as current Rules></p>	<p data-bbox="1865 810 2145 879">- Sections have been readjusted.</p>

- Main Amendments -

(1) Effective date : 1 Jan. 2020 (Date of which the application for survey is submitted)

- Reflected IACS UR Z1(Rev. 7, May 2019) & UR Z7(Rev. 27, Oct 2018)
- Reflected IACS QS(Quality Secretary)'s comment
- Reflected the comment on Marshall Island's Casualty Inspection Report
- Bench Marking to other IACS members
- Reflected the requests by the internal customers
- Amended unreasonable contents disclosed while implementing the Rules etc.

(2) Effective date : 1 Jan. 2020 (Date of which the application for survey is submitted) for CoC

- Reflected IACS UR Z7(Rev. 28, May 2019), Z7.1(Rev.15, Jun 2019), Z7.2(Rev. 8, May 2019), Z10.1(Rev.24)/10.2(Rev.36),/Z10.3(Rev.19)/Z10.4(Rev.16)/Z10.5(Rev.19, May 2019)
- Reflected IACS PR1C(Rev. 6, Apr 2019), PR20(Rev.3 May 2019)

(3) The contract date for ship construction or the application date for a periodical or occasional machinery survey after the retrofit of harmonic filters)

- Reflected IACS UR E24(Rev.1 Dec 2018)
 - The requirements have been amended to clarify the application range of harmonic distortion for on-board distribution systems where harmonic filters are installed on main busbars.

(4) Effective date : 1 July 2020 (Date of which the application for survey is submitted)

- Reflected IACS UR Z7.1(Rev.15, Jun 2019) & PR1C(Rev. 6, Apr 2019)
- Bench Marking to other IACS members
- Reflected the requests by the internal customers
- Amended unreasonable contents disclosed while implementing the Rules

(5) Effective date : 1 July 2020 (Date of which the application for survey is submitted) for definitions

- Reflected IACS UR Z7.1(Rev.15, Jun 2019), PR1A(Rev.7, May 2019), PR1B(Rev.4, May 2019), PR1C(Rev.6, Apr 2019), PR35(Rev.1, Apr 2019)
- Bench Marking to other IACS members
- Reflected the requests by the internal customers
- Amended unreasonable contents disclosed while implementing the Rules

(6) Effective date : 1 July 2020 (Date of which the application for survey is submitted) for others

- Reflected IACS UR Z7(Rev.28, May 2019)
- Reflected the requests by the internal customers

(1) Effective date : 1 Jan 2020

(Date of which the application for survey is submitted)

Present	Amendment	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. to 103. <omitted></p> <p>104. Equivalence [See Guidance] <u>The Society may consider the acceptance of alternatives to the Rules, provided that they are deemed to be equivalent to the Rules to the satisfaction to the Society.</u></p> <p>105. Novel features [See Guidance] <u>The Society may consider the classification of ships based on or applying novel design principles or features, to which the Rules are not directly applicable, on the basis of experiments, calculations or other supporting information provided to the Society.</u></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>101. to 103. <same as the present></p> <p>104. Equivalence <i>(2020)</i> [See Guidance] <u>The Society may consider the acceptance of alternatives and novel features which deviate from or are not directly applicable to the Rules, provided that they are deemed to be equivalent to the Rules to the satisfaction to the Society.</u></p>	<p>- Application of equivalence has included novel features</p> <p>- mentioned in 104.</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 2 ~ Section 6 <omitted> Section 7 <u>Cooperation Duties of Owners</u> <newly added></p> <p>701. Report items When any of the following cases occurs, the Owner is to report to the Society without delay: (1) When the ship is sustained with a sea casualty by which her present class is deemed affected. <newly added></p> <p>(2) When the ship is placed in drydock or on a slipway. (3) When the ship is laid up or dismantled. (4) When the Owner is changed. (5) When the ship is withdrawn. (6) When any items which may affect her class are changed.</p> <p>702 ~ 703. <omitted> <hereafter, omitted></p>	<p style="text-align: center;">Section 2 ~ Section 6 <omitted> Section 7 <u>Responsibilities and Cooperation Duties of the Owners</u></p> <p>701. General (2020) 1. <u>The classification of a ship is based on the understanding that the ship is loaded, operated and maintained in a proper manner by competent and qualified seafarers or operating personnel in accordance with the environmental, loading, operating and other criteria on which classification is based.</u> 2. <u>It is the responsibility to ensure that the <i>International Convention for Load Lines, Safety of Life at Sea</i>, other related Conventions and other related governmental regulations are maintained in an appropriate state including ensuring the validity of all relevant and applicable statutory certificates.</u> 3. <u>It is the responsibility to ensure proper maintenance of the ship until the next survey required by the Rules, including ensuring the validity of the all relevant and applicable class certificates.</u></p> <p>702. Report items When any of the following cases occurs, the Owner is to report to the Society: (1) When the ship is sustained with a sea casualty by which her present class is deemed affected. (2) <u>When any areas which is to be “promptly and thoroughly repaired” specified in Ch 2, 107. para 2. are found (in association with was-tage over the allowable limits).</u> (3) <u>When hull structural damage that may affect the integrity of watertight or weathertight is found.</u> (4) When the ship is placed in drydock or on a slipway. (5) When the ship is laid up or dismantled. (6) When the Owner is changed. (7) When the ship is withdrawn. (8) When any items which may affect her class are changed.</p> <p>703. ~ 704. <same as the current Rules> (2020) <hereafter, same as the current Rules></p>	<p>At thr request of Survey Team’s e–mail (19.3.25) : other class ship</p> <p>= Subject: 19044_ICa: Complaint made against and IACS Member by a ship manager – 28 November 2018</p> <p>: Making it explicit and clear in members rules that it is the ship owner’s responsibility to ensure the validity of all relevant and applicable class and statutory certificates.</p> <p>Conclusion by Marshall Islands’ Casualty Investigation Report of STELLAR DAISY(2019)</p> <p>1) ineffective enforcement by the Society’s Rules to ensure Owner was reporting identified damage as potential contributing factor.</p> <p>– adjusting No.</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1. <omitted></p> <p>2. The classification may be suspended in accordance with the Society's suspension procedure.</p> <p>(1) ~ (5) <omitted></p> <p>(6) When the Continuous Survey item(s) due or overdue at the time of Annual Survey is not surveyed, or postponed by agreement. <newly added></p> <p>(7) in the event of non-payment of fees</p> <p>Classification will be reinstated if the cause of such suspension are removed, or upon verification that the overdue survey has been satisfactorily dealt with. Suspension of class decided by the Society takes effect from the date when the condition for suspension of class are met and will remain in effect until such time as the class is reinstated once the due items and/or surveys have been dealt with.</p> <p><hereafter, omitted></p> <p>7. When a vessel is intended for a single voyage from laid-up position to <u>repair yard</u> with any periodical survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the site of lay up to <u>the repair yard, provided</u> the Society finds the vessel in satisfactory condition after surveys, the extent of which are to be based on surveys overdue and duration of lay-up. An Interim Certificate of Classification with conditions for the intended voyage may be issued. This is not applicable to vessels whose class was already suspended prior to being laid-up.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1. <same as the current Rules></p> <p>2. The classification may be suspended in accordance with the Society's suspension procedure.</p> <p>(1) ~ (5) <same as the current Rules></p> <p>(6) When the Continuous Survey item(s) due or overdue at the time of Annual Survey is not surveyed, or postponed by agreement. (7) When failure to report to the Society on the "Reports items" of the Responsibilities and Cooperation Duties of the owner specified in Ch 1, 701.</p> <p>(8) in the event of non-payment of fees</p> <p>Classification will be reinstated if the cause of such suspension are removed, or upon verification that the overdue survey has been satisfactorily dealt with. Suspension of class decided by the Society takes effect from the date when the condition for suspension of class are met and will remain in effect until such time as the class is reinstated once the due items and/or surveys have been dealt with.</p> <p><hereafter, same as the current Rules></p> <p>7. When a vessel is intended for a single voyage from laid-up position to <u>a repair yard</u> or another place of lay-up with any periodical survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the site of lay up to <u>a repair yard</u> or another place of lay-up, provided the Society finds the vessel in satisfactory condition after surveys, the extent of which are to be based on surveys overdue and duration of lay-up. An Interim Certificate of Classification with conditions for the intended voyage may be issued. This is not applicable to vessels whose class was already suspended prior to being laid-up. (2020)</p> <p><hereafter, same as the current Rules></p>	<p>Comments by Marshall Islands' Casualty Investigation Report of STELLAR DAISY(2019)</p> <p>1) ineffective enforcement by the Society's Rules to ensure Owner was reporting identified damage as potential contributing factors.</p> <p>- adjusting No.</p> <p>- reflected IACS PR1C(Rev. 6 2019), Section A, A1.8</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1.~15. <omitted></p> <p>16. Coating condition is defined as follows:</p> <p>(1) GOOD condition with only minor spot rusting</p> <p>(2) FAIR condition with local breakdown at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for POOR condition</p> <p>(3) POOR condition with general breakdown of coating over 20% or more, or hard scale at 10% or more, of areas under consideration</p> <p><newly added></p> <p><omitted></p> <p>113. Preparations for survey</p> <p>1.~3. <omitted></p> <p>4. Survey at sea or at anchorage</p> <p>(1) ~ (3) <omitted></p> <p>(4) Surveys of tanks by means of boats or rafts may only be undertaken at the sole discretion of the Surveyor, who is to take into account the safety arrangements provided, including weather forecasting and ship response under foreseeable conditions. 【See Guidance】</p> <p><newly added></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1.~15. <same as the current Rules></p> <p>16. Coating condition¹⁾ is defined as follows:</p> <p>(1) GOOD condition with only minor spot rusting</p> <p>(2) FAIR condition with local breakdown at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for POOR condition</p> <p>(3) POOR condition with general breakdown of coating over 20% or more, or hard scale at 10% or more, of areas under consideration</p> <p>(Note) ¹⁾ : Reference is made to IACS Recommendation 87 - “Guidelines for Coating Maintenance & Repairs for Ballast Tanks and Combined Cargo/Ballast Tanks on Oil Tankers” (2020)</p> <p><same as the current Rules></p> <p>113. Preparations for survey</p> <p>1.~3. <same as the current Rules></p> <p>4. Survey¹⁾ at sea or at anchorage (2020)</p> <p>(1) ~ (3) <same as the current Rules></p> <p>(4) Surveys of tanks by means of boats or rafts may only be undertaken at the sole discretion of the Surveyor, who is to take into account the safety arrangements provided, including weather forecasting and ship response under foreseeable conditions. 【See Guidance】</p> <p>(Note) ¹⁾ : Reference is made to IACS Recommendation 39 - “Safe Use of Rafts or Boats for Survey” (2020)</p> <p><hereafter, same as the current Rules></p>	<p>- reflected IACS Z10.1, Z10.3 & Z10.4</p> <p>- reflected IACS UR Z7, Z7.1, Z10.1, Z10.2, Z10.3, Z10.4 & Z10.5</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <omitted></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. The survey is to consist of an examination for the purpose of ensuring, as far as practicable, that the hull, hatch covers, hatch coamings, closing appliances, and equipment are maintained in a satisfactory condition.</p> <p>(1) ~ (29) <omitted></p> <p>(30) Examining the fire protection arrangements in cargo, vehicle and ro-ro spaces and confirming, as far as practicable and as appropriate, the operation of the means of control provided for closing the various openings. (2017)</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <same as the current Rules></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. The survey is to consist of an examination for the purpose of ensuring, as far as practicable, that the hull, hatch covers, hatch coamings, closing appliances, and equipment are maintained in a satisfactory condition.</p> <p>(1) ~ (29) <same as the current Rules></p> <p>(30) Examining the fire protection arrangements in cargo, vehicle and ro-ro spaces, <u>including the fire safety arrangements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo, as applicable,</u> and confirming, as far as practicable and as appropriate, the operation of the means of control provided for closing the various openings <u>(2020)</u></p> <p><hereafter, same as the current Rules></p>	<p>- reflected IACS UR Z1 (Rev.7 May 2019)/ IMO Res.A.1120(30) Annex 1 (EA) 1.2.2.14</p>

Present	Amendment	Reason
<p>204. Additional requirements to ship types</p> <p>1. Oil tankers(including tankers) : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) <omitted></p> <p>(2) Examining the inert gas system, and in particular:</p> <p>(A) to (C) <omitted></p> <p><u>(D) Examining externally deck seals or double block and bleed assemblies, and non-return valves, and checking automatic filling and draining of the deck seal or operation of double block and bleed assemblies, and operation of non-return valves. (2019)</u></p> <p>(E) to (H) <omitted> <u><newly added></u></p> <p><hereafter, omitted></p>	<p>204. Additional requirements to ship types</p> <p>1. Oil tankers(including tankers) : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) <omitted></p> <p>(2) Examining the inert gas system, and in particular:</p> <p>(A) to (C) <omitted></p> <p><u>(D) Non-return devices as the followings: (2020)</u></p> <p><u>(a) examining externally deck seals and checking the deck seal for automatic filling and draining, and the arrangements for protecting the system against freezing;</u></p> <p><u>(b) where a double block and bleed valve is installed, checking the automatic operations of the block and the bleed valves upon loss of power;</u></p> <p><u>(c) where two shut-off valves in series with a venting valve in between are used as non-return devices, checking the automatic operation of the venting valve, and the alarm for faulty operation of the valves;</u></p> <p>(E) to (H) <same as the present></p> <p><u>(I) Checking the means for separating the cargo tank not being inerted from the inert gas main; (2020)</u></p> <p><u>(J) Checking the alarms of the two oxygen sensors positioned in the space or spaces containing the inert gas system; (2020)</u></p> <p><hereafter, same as the present></p>	<p>– reflected IACS UR Z1 (Rev.7 May 2019)/ IMO Res.A.1120(30) Annex 1 (EA) 1.2.3.2.4 to 1.2.3.2.6</p> <p>– reflected IACS UR Z1 (Rev.7 May 2019)/ IMO Res.A.1120(30) Annex 1 (EA) 1.2.3.2.10 and 1.2.3.2.11</p>

Present	Amendment	Reason
<p>2. Chemical tankers : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) to (18) <omitted></p> <p>(19) Examining, as far as practicable, the cargo tank vent systems, including the pressure/vacuum valves and secondary means to prevent over or under pressure and flame screens.</p> <p>(20) to (44) <omitted></p> <p>3. Liquefied gas carriers : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable, during a loading or discharging operation. Access for cargo tanks or inerted hold spaces, however, need not be surveyed unless otherwise specially required by the Surveyor. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) to (10) <omitted></p> <p>(11) Confirming that special arrangements to survive conditions of damage are in order. <u><newly added></u></p> <p>(12) Confirming that wheelhouse doors and windows, sidescuttles and windows in superstructure and deckhouse ends in the cargo area are in a satisfactory condition.</p> <p>(13) Examining the <u>cargo pump rooms and cargo compressor rooms</u></p> <p>(14) to (53) <omitted></p> <p><hereafter, omitted></p>	<p>2. Chemical tankers : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) to (18) <same as the current Rules></p> <p>(19) examining, as far as practicable, the cargo tank vent system, including the pressure/vacuum valves and secondary means to prevent over or under pressure and flame screens <u>and the arrangements of cargo tank purging with inert gas, as applicable. (2020)</u></p> <p>(20) to (44) <same as the present></p> <p>3. Liquefied gas carriers : [See Guidance]</p> <p>The additional requirements are to apply to Annual Survey as follows, as far as practicable, during a loading or discharging operation. Access for cargo tanks or inerted hold spaces, however, need not be surveyed unless otherwise specially required by the Surveyor. Where considered necessary by the Surveyor, the performance test and overhauling may be required.</p> <p>(1) to (10) <omitted></p> <p>(11) Confirming that special arrangements to survive conditions of damage are in order.</p> <p><u>(12) Examining, where applicable, the alternative design and arrangements for the segregation of the cargo area, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation. (2020)</u></p> <p><u>(13) Confirming that wheelhouse doors and windows, sidescuttles and windows in superstructure and deckhouse ends in the cargo area are in a satisfactory condition. (2020)</u></p> <p><u>(14) Examining the cargo machinery spaces and turret compartments, including their escape routes. (2020)</u></p> <p><u>(15) to (54) (2020)</u> <same as the present></p> <p><hereafter, same as the present></p>	<p>- reflected IACS UR Z1 (Rev.7 May 2019)/ IMO Res.A.1120(30) Annex 5 (DA) 1.2.2.10</p> <p>-reflected IACS UR Z1 (Rev.7 May 2019)/ IMO Res.A.1120(30) Annex 5 (GA) 2.2.2.2</p> <p>-reflected IACS UR Z1 (Rev.7 May 2019)/ IMO Res.A.1120(30) Annex 5 (GA) 2.2.2.4</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 3 Intermediate Survey</p> <p>301. ~ 303. <omitted></p> <p>304. Additional requirements to ship types [See Guidance] At each Intermediate Survey, in addition to all the requirements of Annual Survey, the following requirements are to be complied with.</p> <p>1. Oil tankers(including tankers) :</p> <p>The additional requirements are to apply to Intermediate Survey as follows, as far as practicable.</p> <p>(1) <omitted> (2) <u>For ships over ten years of age an internal examination of selected cargo spaces;</u> (3) <omitted></p> <p><omitted></p> <p>3. Liquefied gas carriers :</p> <p><omitted></p> <p>(1) Confirmation, where applicable, that pipelines and independent cargo tanks are electrically bonded to the hull. (2) Generally examining the electrical equipment and cables in dangerous zones such as <u>cargo pump rooms</u> and areas adjacent to cargo tanks to check for defective equipment, fixtures and wiring. The insulation resistance of the circuits should be tested and in cases where a proper record of testing is maintained, consideration should be given to accepting recent readings. <u><newly added></u></p> <p>(3) Confirming that the heating arrangements, if any, for steel structures are satisfactory. (4) ~ (9) <omitted></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 3 Intermediate Survey</p> <p>301. ~ 303. <omitted></p> <p>304. Additional requirements to ship types [See Guidance] At each Intermediate Survey, in addition to all the requirements of Annual Survey, the following requirements are to be complied with.</p> <p>1. Oil tankers(including tankers) :</p> <p>The additional requirements are to apply to Intermediate Survey as follows, as far as practicable.</p> <p>(1) <omitted> (2) For ships over ten years of age an internal examination of selected cargo spaces; (2) <u><same as the current Rules> (2020)</u></p> <p><same as the current Rules></p> <p>3. Liquefied gas carriers :</p> <p><same as the current Rules></p> <p>(1) Confirmation, where applicable, that pipelines and independent cargo tanks are electrically bonded to the hull. (2) Generally examining the electrical equipment and cables in dangerous zones such as <u>cargo machinery spaces</u> and areas adjacent to cargo tanks to check for defective equipment, fixtures and wiring. The insulation resistance of the circuits should be tested and in cases where a proper record of testing is maintained, consideration should be given to accepting recent readings. <u>(2020)</u> (3) <u>Blown through testing with dry air to the distribution piping of the dry chemical powder fire extinguishing systems. (2020)</u> (4) Confirming that the heating arrangements, if any, for steel structures are satisfactory. (5) ~ (10) <same as the current Rules></p> <p><hereafter, same as the current Rules></p>	<p>- reflected IACS UR Z1 (Rev.7 May 2019) 2.7/ IMO Res. A.1120(30) Annex 1 (CIn) 2.3.3.2 ~2.3.3.3 - adjusting No.</p> <p>- reflected IACS UR Z1 (Rev.7 May 2019)/ IMO Res.A.1120(30) Annex 5 (GIn) 2.3.2.3</p> <p>- reflected IACS UR Z1 (Rev.7 May 2019)/ IMO Res.A.1120(30) Annex 5 (GIn) 2.3.2.4 - adjusting No. - adjusting No.</p>

Present	Amendments	Reason																																		
<p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <omitted> 403. Requirements of survey (2018)</p> <p>1. <omitted> (1) ~ (6) <omitted> (7) Internal examination of <u>tanks and spaces</u> (a) <u>All spaces including tanks and spaces</u> in accordance with Table 1.2.3 are to be internally examined. (b) ~ (d) <omitted></p> <p>Table 1.2.3 Minimum requirements for Internal examination of <u>tanks and spaces</u> at each Special Survey (2017)</p> <table border="1" data-bbox="159 683 1081 1102"> <thead> <tr> <th>No. of Special Survey Tanks or Spaces</th> <th>Special Survey No. 1</th> <th>Special Survey No. 2</th> <th>Special Survey No. 3</th> <th>Special Survey No. 4 and Subsequent</th> </tr> </thead> <tbody> <tr> <td>Cargo holds(and their 'tween decks where fitted), cargo tanks</td> <td style="text-align: center;">○</td> <td style="text-align: center;">○</td> <td style="text-align: center;">○</td> <td style="text-align: center;">○</td> </tr> <tr> <td colspan="5" style="text-align: center;"><omitted></td> </tr> <tr> <td>Fuel oil tanks△</td> <td colspan="4" style="text-align: center;"><omitted></td> </tr> <tr> <td>Lubrication oil tanks△</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Fresh water tanks△</td> <td style="text-align: center;">-</td> <td style="text-align: center;">1</td> <td style="text-align: center;">○</td> <td style="text-align: center;">○</td> </tr> </tbody> </table> <p>(NOTES) 1. Purpose of tank has a priority in application. ○ : All tanks and spaces are to be internally examined. △ : As follows: 1) These requirements apply to tanks of integral (structural) type. 2) ~ 3) 4) At Special Survey No. 3 and subsequent surveys, one deep tank for fuel oil in the cargo length area is to be included, if fitted. <u><newly added></u> 2. <omitted></p>	No. of Special Survey Tanks or Spaces	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent	Cargo holds(and their 'tween decks where fitted), cargo tanks	○	○	○	○	<omitted>					Fuel oil tanks△	<omitted>				Lubrication oil tanks△	-	-	-	1	Fresh water tanks△	-	1	○	○	<p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <same as the current Rules> 403. Requirements of survey (2018)</p> <p>1. <same as the current Rules> (1) ~ (6) <same as the current Rules> (7) Internal examination of spaces (2020) (a) All spaces <u>within the hull and superstructure</u> in accordance with Table 1.2.3 are to be internally examined. (2020) (b) ~ (d) <same as the current Rules></p> <p>Table 1.2.3 Minimum requirements for Internal examination of <u>spaces</u> at each Special Survey (2020)</p> <table border="1" data-bbox="1171 683 1944 1038"> <thead> <tr> <th>No. of Special Survey Spaces</th> <th>(same as the current Rules)</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center;"><same as the current Rules></td> </tr> </tbody> </table> <p>(NOTES) 1. Purpose of tank has a priority in application. ○ : All spaces are to be internally examined. △ : As follows: 1) These requirements apply to tanks of integral (structural) type. 2) ~ 3) 4) At Special Survey No. 3 and subsequent surveys, one deep tank for fuel oil in the cargo length area is to be included, if fitted. <u>2. Fuel oil tanks which don not form part of the ship's structures are to be examined in accordance with 502. 2. (9), (c). (2020)</u> <u>3. <same as the current Rules> (2020)</u></p>	No. of Special Survey Spaces	(same as the current Rules)	<same as the current Rules>		<p>At the request of Yeosu-Gwangyang Branch Office (YSU 6000-729-2018, '18.9.10)</p> <p>- Refer to LR Rules</p> <p><u>Definition of Space</u> : is a separate compartment including holds and tanks</p> <p>- Adjusting No.</p>
No. of Special Survey Tanks or Spaces	Special Survey No. 1	Special Survey No. 2	Special Survey No. 3	Special Survey No. 4 and Subsequent																																
Cargo holds(and their 'tween decks where fitted), cargo tanks	○	○	○	○																																
<omitted>																																				
Fuel oil tanks△	<omitted>																																			
Lubrication oil tanks△	-	-	-	1																																
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Present	Amendments	Reason												
<p>Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey</p> <p>1. General Ships</p> <table border="1"> <thead> <tr> <th data-bbox="91 376 273 475">Special Survey No. 1 & 2</th> <th data-bbox="280 376 613 475">Special Survey No. 3</th> <th data-bbox="620 376 976 475">Special Survey No. 4 and Subsequent</th> </tr> </thead> <tbody> <tr> <td data-bbox="91 480 273 954"><omitted></td> <td data-bbox="280 480 613 954"> 1. Suspect areas throughout the vessel 2. Two transverse sections within the amidships $0.5L$ in way of two different cargo spaces^{4), 5), 6), 7)} 3. All cargo hold hatch covers and coamings(plating and stiffeners)⁹⁾ 4. Internals in <u>forepeak and afterpeak tanks</u> 5. ~ 6. <omitted> </td> <td data-bbox="620 480 976 954"> 1. Suspect areas throughout the vessel 2. A minimum of three transverse sections in way of cargo spaces within the amidships $0.5L$^{5), 6), 7)} 3. All cargo hold hatch covers and coamings (plating and stiffeners)⁹⁾ 4. Internals in <u>forepeak and aftpeak tanks</u> 5. All exposed main deck plating full length 6. ~ 12. <omitted> </td> </tr> </tbody> </table> <p>(NOTES) 1) ~ 9) <omitted></p>	Special Survey No. 1 & 2	Special Survey No. 3	Special Survey No. 4 and Subsequent	<omitted>	1. Suspect areas throughout the vessel 2. Two transverse sections within the amidships $0.5L$ in way of two different cargo spaces ^{4), 5), 6), 7)} 3. All cargo hold hatch covers and coamings(plating and stiffeners) ⁹⁾ 4. Internals in <u>forepeak and afterpeak tanks</u> 5. ~ 6. <omitted>	1. Suspect areas throughout the vessel 2. A minimum of three transverse sections in way of cargo spaces within the amidships $0.5L$ ^{5), 6), 7)} 3. All cargo hold hatch covers and coamings (plating and stiffeners) ⁹⁾ 4. Internals in <u>forepeak and aftpeak tanks</u> 5. All exposed main deck plating full length 6. ~ 12. <omitted>	<p>Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey</p> <p>1. General Ships (2020)</p> <table border="1"> <thead> <tr> <th data-bbox="1043 376 1225 475">Special Survey No. 1 & 2</th> <th data-bbox="1232 376 1547 475">Special Survey No. 3</th> <th data-bbox="1554 376 1870 475">Special Survey No. 4 and Subsequent</th> </tr> </thead> <tbody> <tr> <td data-bbox="1043 480 1225 983"><same as the current Rules></td> <td data-bbox="1232 480 1547 983"> 1. Suspect areas throughout the vessel 2. Two transverse sections within the amidships $0.5L$ in way of two different cargo spaces^{4), 5), 6), 7)} 3. All cargo hold hatch covers and coamings(plating and stiffeners)⁹⁾ 4. Internals in forepeak and afterpeak <u>water ballast tanks (2020)</u> 5. ~ 6. <same as the current Rules> </td> <td data-bbox="1554 480 1870 983"> 1. Suspect areas throughout the vessel 2. A minimum of three transverse sections in way of cargo spaces within the amidships $0.5L$^{5), 6), 7)} 3. All cargo hold hatch covers and coamings (plating and stiffeners)⁹⁾ 4. Internals in forepeak and aftpeak <u>water ballast tanks (2020)</u> 5. All exposed main deck plating full length 6. ~ 12. <same as the current Rules> </td> </tr> </tbody> </table> <p>(NOTES) 1) ~ 9) <same as the current Rules></p>	Special Survey No. 1 & 2	Special Survey No. 3	Special Survey No. 4 and Subsequent	<same as the current Rules>	1. Suspect areas throughout the vessel 2. Two transverse sections within the amidships $0.5L$ in way of two different cargo spaces ^{4), 5), 6), 7)} 3. All cargo hold hatch covers and coamings(plating and stiffeners) ⁹⁾ 4. Internals in forepeak and afterpeak <u>water ballast tanks (2020)</u> 5. ~ 6. <same as the current Rules>	1. Suspect areas throughout the vessel 2. A minimum of three transverse sections in way of cargo spaces within the amidships $0.5L$ ^{5), 6), 7)} 3. All cargo hold hatch covers and coamings (plating and stiffeners) ⁹⁾ 4. Internals in forepeak and aftpeak <u>water ballast tanks (2020)</u> 5. All exposed main deck plating full length 6. ~ 12. <same as the current Rules>	<p>– reflected IACS UR Z7(Rev.27 Oct 2018), TABLE 1</p> <p>– the definition of Aft tank Bulkhead of Rec. 82. has been changed. Therefore it has changed together</p> <p>(Aft Peak Bulkhead is a term applied to the first main transverse watertight bulkhead forward of the stern. The An aft peak tank is the compartment <u>any tank</u> in the narrow part of the stern aft of this last watertight bulkhead)</p>
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Present	Amendments	Reason												
<p>Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey (continued)</p> <p>2. Other Ships</p> <table border="1" data-bbox="98 379 987 1209"> <thead> <tr> <th data-bbox="98 379 277 491">Special Survey No. 1 & 2</th> <th data-bbox="284 379 568 491">Special Survey No. 3</th> <th data-bbox="575 379 987 491">Special Survey No. 4 and Subsequent</th> </tr> </thead> <tbody> <tr> <td data-bbox="98 496 277 1209"><omitted></td> <td data-bbox="284 496 568 1209"> 1. Suspect areas throughout the vessel 2. Two transverse sections of deck plating⁵⁾, side shell plating and bottom plating within the amidships 0.5L 3. Internals in <u>forepeak and afterpeak tanks</u> </td> <td data-bbox="575 496 987 1209"> 1. Suspect areas throughout the vessel 2. Two transverse sections of side shell plating within the amidships 0.5L 3. Full length, 1) All exposed main deck plating⁵⁾ 2) Representative exposed superstructure deck plating(poop, bridge and forecastle deck) 3) Selected wind and water strakes 4) Bottom plating 5) Flat keel plating 4. Internals in <u>forepeak and aftpeak tanks</u> </td> </tr> </tbody> </table> <p>(NOTES) 1) ~ 5) <omitted></p> <p><hereafter, omitted></p>	Special Survey No. 1 & 2	Special Survey No. 3	Special Survey No. 4 and Subsequent	<omitted>	1. Suspect areas throughout the vessel 2. Two transverse sections of deck plating ⁵⁾ , side shell plating and bottom plating within the amidships 0.5L 3. Internals in <u>forepeak and afterpeak tanks</u>	1. Suspect areas throughout the vessel 2. Two transverse sections of side shell plating within the amidships 0.5L 3. Full length, 1) All exposed main deck plating ⁵⁾ 2) Representative exposed superstructure deck plating(poop, bridge and forecastle deck) 3) Selected wind and water strakes 4) Bottom plating 5) Flat keel plating 4. Internals in <u>forepeak and aftpeak tanks</u>	<p>Table 1.2.4 Minimum requirements for Thickness Measurements at Special Survey (continued)</p> <p>2. Other Ships</p> <table border="1" data-bbox="1043 379 1883 1209"> <thead> <tr> <th data-bbox="1043 379 1223 491">Special Survey No. 1 & 2</th> <th data-bbox="1229 379 1514 491">Special Survey No. 3</th> <th data-bbox="1520 379 1883 491">Special Survey No. 4 and Subsequent</th> </tr> </thead> <tbody> <tr> <td data-bbox="1043 496 1223 1209"><same as the current Rules></td> <td data-bbox="1229 496 1514 1209"> 1. Suspect areas throughout the vessel 2. Two transverse sections of deck plating⁵⁾, side shell plating and bottom plating within the amidships 0.5L 3. Internals in forepeak and afterpeak <u>water ballast</u> tanks <u>(2020)</u> </td> <td data-bbox="1520 496 1883 1209"> 1. Suspect areas throughout the vessel 2. Two transverse sections of side shell plating within the amidships 0.5L 3. Full length, 1) All exposed main deck plating⁵⁾ 2) Representative exposed superstructure deck plating(poop, bridge and forecastle deck) 3) Selected wind and water strakes 4) Bottom plating 5) Flat keel plating 4. Internals in forepeak and afterpeak <u>water ballast</u> tanks <u>(2020)</u> </td> </tr> </tbody> </table> <p>(NOTES) 1) ~ 5) <same as the current Rules></p> <p><hereafter, same as the current Rules></p>	Special Survey No. 1 & 2	Special Survey No. 3	Special Survey No. 4 and Subsequent	<same as the current Rules>	1. Suspect areas throughout the vessel 2. Two transverse sections of deck plating ⁵⁾ , side shell plating and bottom plating within the amidships 0.5L 3. Internals in forepeak and afterpeak <u>water ballast</u> tanks <u>(2020)</u>	1. Suspect areas throughout the vessel 2. Two transverse sections of side shell plating within the amidships 0.5L 3. Full length, 1) All exposed main deck plating ⁵⁾ 2) Representative exposed superstructure deck plating(poop, bridge and forecastle deck) 3) Selected wind and water strakes 4) Bottom plating 5) Flat keel plating 4. Internals in forepeak and afterpeak <u>water ballast</u> tanks <u>(2020)</u>	<p>– reflected IACS UR Z7(Rev.27 Oct 2018), TABLE 1</p> <p>– the definition of Aft tank Bulkhead of Rec. 82. has been changed. Therefore it has changed together</p> <p>(Aft Peak Bulkhead is a term applied to the first main transverse watertight bulkhead forward of the stern. The An aft peak tank is the compartment <u>any tank</u> in the narrow part of the stern aft of this last watertight bulkhead)</p>
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<same as the current Rules>	1. Suspect areas throughout the vessel 2. Two transverse sections of deck plating ⁵⁾ , side shell plating and bottom plating within the amidships 0.5L 3. Internals in forepeak and afterpeak <u>water ballast</u> tanks <u>(2020)</u>	1. Suspect areas throughout the vessel 2. Two transverse sections of side shell plating within the amidships 0.5L 3. Full length, 1) All exposed main deck plating ⁵⁾ 2) Representative exposed superstructure deck plating(poop, bridge and forecastle deck) 3) Selected wind and water strakes 4) Bottom plating 5) Flat keel plating 4. Internals in forepeak and afterpeak <u>water ballast</u> tanks <u>(2020)</u>												

Present	Amendments	Reason																		
<p>Table 1.2.6 Minimum requirements for tank testing</p> <table border="1"> <thead> <tr> <th data-bbox="129 288 526 395">Tanks \ No. of Special Survey</th> <th data-bbox="526 288 703 395">Special Survey No. 1 ~ 3</th> <th data-bbox="703 288 904 395">Special Survey No. 4 and Subsequent</th> </tr> </thead> <tbody> <tr> <td data-bbox="129 395 526 533">All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks (2018)</td> <td data-bbox="526 395 703 533">○</td> <td data-bbox="703 395 904 533">○</td> </tr> <tr> <td data-bbox="129 533 526 611">Fuel oil tank, lubrication oil tank, fresh water tank</td> <td data-bbox="526 533 703 611">△</td> <td data-bbox="703 533 904 611">△</td> </tr> </tbody> </table> <p>(NOTES)</p> <ol style="list-style-type: none"> Purpose of tank has a priority in application. Boundaries of tanks are to be tested with a head of liquid to the top of air pipes or to near the top of hatches for ballast/cargo holds. Boundaries of fuel oil, lube oil and fresh water tanks are to be tested with a head of liquid to the highest point that liquid will rise under service conditions. ○ : All tanks are to be tested. <u>△ : Tank testing of fuel oil, lube oil and fresh water tanks may be specially considered based on a satisfactory external examination of the tank boundaries, and a confirmation from the Master stating that the pressure testing has been carried out according to the requirements with satisfactory results.</u> For the cargo tanks(except cargo tanks for the liquefied natural gas), tests may be dispensed with, provided after an external and internal examination of the tanks, the Surveyor is satisfied with the condition of the tanks. The Surveyor may extend the testing as deemed necessary. [See Guidance] <p>〈hereafter, omitted〉</p>	Tanks \ No. of Special Survey	Special Survey No. 1 ~ 3	Special Survey No. 4 and Subsequent	All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks (2018)	○	○	Fuel oil tank, lubrication oil tank, fresh water tank	△	△	<p>Table 1.2.6 Minimum requirements for tank testing</p> <table border="1"> <thead> <tr> <th data-bbox="967 288 1413 395">Tanks \ No. of Special Survey</th> <th data-bbox="1413 288 1610 395">Special Survey No. 1 ~ 3</th> <th data-bbox="1610 288 1832 395">Special Survey No. 4 and Subsequent</th> </tr> </thead> <tbody> <tr> <td data-bbox="967 395 1413 533">All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks (2018)</td> <td data-bbox="1413 395 1610 533">○</td> <td data-bbox="1610 395 1832 533">○</td> </tr> <tr> <td data-bbox="967 533 1413 611">Fuel oil tank, lubrication oil tank, fresh water tank</td> <td data-bbox="1413 533 1610 611">△</td> <td data-bbox="1610 533 1832 611">△</td> </tr> </tbody> </table> <p>(NOTES)</p> <ol style="list-style-type: none"> Purpose of tank has a priority in application. Boundaries of tanks are to be tested with a head of liquid to the top of air pipes or to near the top of hatches for ballast/cargo holds. Boundaries of fuel oil, lube oil and fresh water tanks are to be tested with a head of liquid to the highest point that liquid will rise under service conditions. ○ : All tanks are to be tested. <u>△ : (2020)</u> <ol style="list-style-type: none"> <u>These requirements apply to tanks of integral (structural) type.</u> Tank testing of fuel oil, lube oil and fresh water tanks may be specially considered based on a satisfactory external examination of the tank boundaries, and a confirmation from the Master stating that the pressure testing has been carried out according to the requirements with satisfactory results. <u>Fuel oil tanks which don not form part of the ship's structures are to be examined in accordance with 502. 2. (9), (c).</u> For the cargo tanks(except cargo tanks for the liquefied natural gas), tests may be dispensed with, provided after an external and internal examination of the tanks, the Surveyor is satisfied with the condition of the tanks. The Surveyor may extend the testing as deemed necessary. [See Guidance] <p>〈hereafter, same as current Rules〉</p>	Tanks \ No. of Special Survey	Special Survey No. 1 ~ 3	Special Survey No. 4 and Subsequent	All water tanks (including cargo holds used for ballast and excluding fresh water tank) and all cargo tanks (2018)	○	○	Fuel oil tank, lubrication oil tank, fresh water tank	△	△	<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-20 18, 2018.9.10)</p> <p>- Revised as actual situation</p>
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Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. In addition to the requirements specified in Ch 2, these requirements apply to hull surveys of ships subject to the enhanced survey programme such as bulk carriers, oil tankers and chemical tankers, etc.</p> <p>2. Procedural requirements for certain ESP surveys</p> <p>⟨omitted⟩</p> <p>(1) On ships 20,000 DWT and above, subject to ESP, starting with Special Survey No. 3, at special and intermediate hull classification surveys, the survey of hull structure and piping systems to which these requirements applies is to be carried out by at least two exclusive Surveyors. On bulk carriers 100,000 DWT and above of single side skin construction at the intermediate hull classification survey between 10 and 15 years of age, the survey of hull structure and piping systems to which these requirements applies is to be performed by two at least exclusive Surveyors. (2017)</p> <p>(2) This requires that at least two exclusive Surveyors attend on board at the same time to perform the <u>required survey</u>. Where compatible with relevant laws and regulations, on dual class vessels, the requirement for two Surveyors may be fulfilled by having one Surveyor attend from each Society.</p> <p>⟨hereafter, omitted⟩</p>	<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. In addition to the requirements specified in Ch 2, these requirements apply to hull surveys of ships subject to the enhanced survey programme such as bulk carriers, oil tankers and chemical tankers, etc.</p> <p>2. Procedural requirements for certain ESP surveys</p> <p>⟨same as the current Rules⟩</p> <p>(1) On ships 20,000 DWT and above, subject to ESP, starting with Special Survey No. 3, at special and intermediate hull classification surveys, the survey of hull structure and piping systems to which these requirements applies is to be carried out by at least two exclusive Surveyors. On bulk carriers 100,000 DWT and above of single side skin construction at the intermediate hull classification survey between 10 and 15 years of age, the survey of hull structure and piping systems to which these requirements applies is to be performed by two at least exclusive Surveyors. (2017)</p> <p>(2) This requires that at least two exclusive Surveyors attend on board at the same time to perform the required survey(this also applies to voyage surveys). Where compatible with relevant laws and regulations, on dual class vessels, the requirement for two Surveyors may be fulfilled by having one Surveyor attend from each Society. (2020)</p> <p>⟨hereafter, same as the current Rules⟩</p>	<p>– Comment by Quality Management Team : Reflected IACS PR20, Notes No. 1</p>

(2) Effective date : 1 Jan 2020

(Date of which the application for survey is submitted) – for [CoC](#)(Condition(s) of Class)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ Section 8 <omitted></p> <p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1.~ 5. <omitted></p> <p>6. If, due to circumstances reasonably beyond the owner's or the Society's control, the vessel is not in a port where the overdue surveys can be completed at the expiry of the periods allowed, the Society may allow the vessel to sail, in class, directly to an agreed discharge port, and if necessary, hence, in ballast, to an agreed port at which the survey will be completed, provided the Society:</p> <p>(1) exams the ship's records;</p> <p>(2) carries out the due and/or overdue surveys and examination of <u>Recommendations/Conditions of Class</u> at the first port of call when there is an unforeseen inability of the Society to attend the vessel in the present port, and</p> <p><omitted></p> <p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1.~ 16. <omitted></p> <p>17. A prompt and thorough repair is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated <u>condition of classification, or recommendation.</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ Section 8 <same as the current Rules></p> <p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1.~ 5. <same as the current Rules></p> <p>6. If, due to circumstances reasonably beyond the owner's or the Society's control, the vessel is not in a port where the overdue surveys can be completed at the expiry of the periods allowed, the Society may allow the vessel to sail, in class, directly to an agreed discharge port, and if necessary, hence, in ballast, to an agreed port at which the survey will be completed, provided the Society:</p> <p>(1) exams the ship's records;</p> <p>(2) carries out the due and/or overdue surveys and examination of <u>Conditions of Class</u> at the first port of call when there is an unforeseen inability of the Society to attend the vessel in the present port, and <u>(2020)</u></p> <p><same as the current Rules></p> <p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>The definitions of terms used in Ch 2 and Ch 3 are to be as specified in the followings, unless otherwise specified elsewhere.</p> <p>1.~ 16. <same as the current Rules></p> <p>17. A prompt and thorough repair is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated <u>Condition of Class. (2020)</u></p> <p><hereafter, same as the current Rules></p>	<p>- reflected IACS PR1C(Rev. 6 2019), Section A, A.1.7, b)</p> <p>- reflected IACS Z10.1(Rev.24) 1.2.14, Z10.2(Rev.36) 1.2.16, Z10.3(Rev.19) 1.2.14, Z10.4(Rev.16) 1.2.15, Z10.5(Rev.19) 1.2.16, Rec96(Rev.1 May 2019) 2.4.4. (m)</p>

Present	Amendments	Reason
<p>107. Repairs</p> <p>1.~ 4. <omitted></p> <p>5. Where the damage found on structure mentioned in Par 2 is isolated and of a localized nature which does not affect the ship's structural integrity(as for example a minor hole in a cross-deck strip), consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity after evaluation of the surrounding structure and impose an associated <u>Recommendation/Condition of Class</u> in accordance with IACS PR No.35(Procedure for Imposing and Clearing <u>Recommendation/Condition of Class</u>), with a specific time limit in order to complete the permanent repair and retain classification.</p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. Due range</p> <p>1. The first Special Survey is to be completed within 5 years from the date of the initial Classification Survey and thereafter within 5 years from the credited date of the previous Special Survey. Under 'exceptional circumstances', the Society may grant an extension not exceeding three(3) months to allow for completion of the Special Survey provided that the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out: Where 'exceptional circumstance' means unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions.</p> <p>(1) Annual Survey; (2) re-examination of <u>Recommendations/Conditions of Class</u>; (3) progression of the Special Survey as far as practicable; (4) in the case where dry docking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of dry-docking survey not exceeding 36 months interval provided the ship is without outstanding <u>Recommendation/Condition of Class</u> regarding underwater parts.</p> <p><hereafter, omitted></p>	<p>107. Repairs</p> <p>1.~ 4. <same as the current Rules></p> <p>5. Where the damage found on structure mentioned in Par 2 is isolated and of a localized nature which does not affect the ship's structural integrity(as for example a minor hole in a cross-deck strip), consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity after evaluation of the surrounding structure and impose an associated <u>Condition of Class</u> in accordance with IACS PR No.35(Procedure for Imposing and Clearing <u>Condition of Class</u>), with a specific time limit in order to complete the permanent repair and retain classification. <i>(2020)</i></p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. Due range</p> <p>1. The first Special Survey is to be completed within 5 years from the date of the initial Classification Survey and thereafter within 5 years from the credited date of the previous Special Survey. Under 'exceptional circumstances', the Society may grant an extension not exceeding three(3) months to allow for completion of the Special Survey provided that the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out: Where 'exceptional circumstance' means unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions. <i>(2020)</i></p> <p>(1) Annual Survey; (2) re-examination of <u>Conditions of Class</u>; (3) progression of the Special Survey as far as practicable; (4) in the case where dry docking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of dry-docking survey not exceeding 36 months interval provided the ship is without outstanding <u>Condition of Class</u> regarding underwater parts.</p> <p><hereafter, same as the current Rules></p>	<p>– reflected 1.3.3 of IACS UR Z7 (Rev28), Z7.1(Rev.15), Z7.2(Rev.8), Z10.1(Rev.24), Z10.2(Rev.36), Z10.3(Rev.19), Z10.4(Rev.16) & Z10.5(Rev.19)</p> <p>– reflected IACS PR1C(Rev.6 Apr 2019), Section A.1.1.1, b) & d)</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. <omitted></p> <p>2. Procedural requirements for certain ESP surveys</p> <p>The objective of these requirements are to improve the quality of surveys. These requirements apply to surveys of hull structures and piping systems in way of cargo holds and/or cargo tanks, cofferdams, cargo pump rooms, pipe tunnels, void spaces, within the cargo length area and all ballast tanks. In the case of Bulk Carriers, selected fuel oil tanks within the cargo length area might be part of the areas to be surveyed according to the applicable provisions of the Ch 3, Sec. 2 Bulk Carriers or Ch 3, Sec. 6 Double Skin Bulk Carriers. Taking in to consideration, the size of vessels and scope of surveys for vessels noted below, it is more effective to have more than one Surveyor examine the required spaces, holds or tanks and to provide mutual support and consultation during the surveys in recommending repairs and actions required for <u>conditions of class/recommendations</u>. (2017)</p> <p>(1) ~ (2) <omitted></p> <p>(3) Though each attending Surveyor is not required to perform all aspects of the required survey, they are required to consult with each other and to do joint Overall and Close-up Surveys to the extent necessary to determine the condition of the vessel areas to which these requirements applies. The extent of these surveys should be sufficient for the Surveyors to agree on actions required to complete the survey with respect to renewals, repairs, and other <u>recommendations or conditions of class</u>. Each Surveyor is required to co-sign the survey report or indicate their concurrence in an equivalent manner. (2017)</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. <same as the current Rules></p> <p>2. Procedural requirements for certain ESP surveys</p> <p>The objective of these requirements are to improve the quality of surveys. These requirements apply to surveys of hull structures and piping systems in way of cargo holds and/or cargo tanks, cofferdams, cargo pump rooms, pipe tunnels, void spaces, within the cargo length area and all ballast tanks. In the case of Bulk Carriers, selected fuel oil tanks within the cargo length area might be part of the areas to be surveyed according to the applicable provisions of the Ch 3, Sec. 2 Bulk Carriers or Ch 3, Sec. 6 Double Skin Bulk Carriers. Taking in to consideration, the size of vessels and scope of surveys for vessels noted below, it is more effective to have more than one Surveyor examine the required spaces, holds or tanks and to provide mutual support and consultation during the surveys in recommending repairs and actions required for <u>Conditions of Class</u>. (2020)</p> <p>(1) ~ (2) <same as the current Rules></p> <p>(3) Though each attending Surveyor is not required to perform all aspects of the required survey, they are required to consult with each other and to do joint Overall and Close-up Surveys to the extent necessary to determine the condition of the vessel areas to which these requirements applies. The extent of these surveys should be sufficient for the Surveyors to agree on actions required to complete the survey with respect to renewals, repairs, and other <u>Conditions of Class</u>. Each Surveyor is required to co-sign the survey report or indicate their concurrence in an equivalent manner. (2020)</p> <p><hereafter, same as the current Rules></p>	<p>- reflected IACS PR20(Rev.3 May 2019)</p>

Effective date : 1 Jan 2020

(The contract date for ship construction or the application date for a periodical or occasional machinery survey after the retrofit of harmonic filters)

Present	Amendments
<p data-bbox="129 244 1077 284">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p data-bbox="443 308 757 347">Section 1 <omitted></p> <p data-bbox="405 432 795 472">Section 2 Annual Survey</p> <p data-bbox="96 491 371 523">201. ~ 202. <omitted></p> <p data-bbox="96 608 909 639">203. Machinery, electrical installations and additional installations</p> <p data-bbox="129 655 629 687">1. ~ 26. <same as the present Rules></p> <p data-bbox="129 703 1106 858">27. Where <u>the electrical distribution system on board a ship includes harmonic filters</u>, confirming the measurement records for harmonic distortion levels experienced on the main busbar. However, harmonic filters installed for single application frequency drives such as pump motors may be excluded from this requirement. (2017) 【See Guidance】</p> <p data-bbox="163 935 389 967"><hereafter, omitted></p>	<p data-bbox="1167 244 2114 284">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p data-bbox="1368 308 1906 347">Section 1 <same as the current Rules></p> <p data-bbox="1442 400 1832 440">Section 2 Annual Survey</p> <p data-bbox="1133 459 1666 491">201. ~ 202. <same as the current Rules></p> <p data-bbox="1133 608 1946 639">203. Machinery, electrical installations and additional installations</p> <p data-bbox="1167 655 1666 687">1. - 26. <same as the present Rules></p> <p data-bbox="1167 703 2145 858">27. Where <u>harmonic filters are installed on main busbars of electrical distribution system, other than those installed for single application frequency drives such as pump motors</u>, confirming the measurement records for harmonic distortion levels experienced on the main busbar. <u>(2020)</u> 【See Guidance】</p> <p data-bbox="1223 927 1673 959"><hereafter, same as the current Rules></p>

(3) Effective date : 1 July 2020

(Date of which the application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p>Section 1 General <omitted></p> <p style="text-align: center;">Section 2 Character of Classification</p> <p>201. Class notations [See Guidance]</p> <p>The class notations assigned to the ships classed with the Society are to be in accordance with the followings: <newly added></p> <p><omitted></p> <p>(7) Special feature notations (2018) <u>When considered necessary by the Society, the special feature notations may be appended to the character of the ship type notations. These special feature notations could consist of the hull structure and the cargo tank type fitted for the kind and nature of cargoes, ice strengthening, in-water survey, cargo loading condition, design temperature, design pressure, the apparent specific gravity of cargoes, direct strength assessment, direct fatigue assessment, hull construction monitoring, and/or longitudinal strength of hull girder in flooded condition for bulk carriers, etc. Also, the restriction of navigation area and condition may be remarked additionally.</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p>Section 1 General <same as the current Guidances></p> <p style="text-align: center;">Section 2 Character of Classification</p> <p>201. Class notations [See Guidance]</p> <p>The class notations assigned to the ships classed with the Society are to be in accordance with the followings:</p> <ol style="list-style-type: none"> <u>1. Upon the request of the applicant(i.e., the Owner or the Builder), character of class including class notations shall be assigned to ships which have been built to comply with the corresponding requirements of the Rules. In addition to 201. (7) and (8) of the Rules, the Special Feature Notation such as designated cargo or purpose, etc. may be appended at the request of the Owner when considered appropriate by the Society. (2020)</u> <u>2. The Society may change or update the class notations at any time in consultation with the applicant, provided that the Class Notations already recognized are not suitable for the intended service(type, use and etc.), navigation and any other required rules. (2020)</u> <p><same as the current Rules></p> <p>(7) Special feature notations <i>(2020)</i> <u>The Special Feature Notations may be located under the character of the ship type notations. These special feature notations could consist of the hull structure and the cargo tank type fitted for the kind and nature of cargoes, ice strengthening, in-water survey, cargo loading condition, design temperature, design pressure, the apparent specific gravity of cargoes. Also, the restriction of navigation area and condition may be remarked additionally.</u></p> <p><u>(8) Additional Special feature notations (2020)</u> <u>When considered necessary by the Society, the Additional Special Feature Notations may be located side by appended to the character of Special Feature Notations. These special feature notations could consist of the direct strength assessment, direct fatigue assessment, hull construction monitoring, and/or longitudinal strength of hull girder in flooded condition for bulk carriers, etc.</u></p> <p><hereafter, same as the current Rules></p>	<p>- moved from Guidances Ch 1, 201</p> <p>- refer to BV Rules</p> <p>- distinguished between Special Feature Notations and Additional Special Feature Notations</p>

Present	Amendment	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 7 Surveys of Propeller Shaft and Stern Tube Shaft, Etc.</p> <p>701. General [See Guidance]</p> <p>1. to 2. <omitted></p> <p>3. Definitions</p> <p>(1) to (7) <omitted></p> <p>(8) Open system water lubricated bearing means a bearing which uses fresh water to lubricate the bearings and use <u>water to lubricate the bearings and are exposed to the environment(such as seawater).</u></p> <p>(9) to (19) <omitted></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 7 Surveys of Propeller Shaft and Stern Tube Shaft, Etc.</p> <p>701. General [See Guidance]</p> <p>1. to 2. <same as the present></p> <p>3. Definitions</p> <p>(1) to (7) <same as the present></p> <p>(8) Open system water lubricated bearing means a bearing which uses <u>water to lubricate the bearings and is exposed to the environment.</u> <i>(2020)</i></p> <p>(9) to (19) <same as the present></p> <p><hereafter, same as the current Rules></p>	<p style="text-align: center;">- corrigenda</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 14 Hull Surveys for General Dry Cargo Ships</p> <p>1401. General</p> <p>1. Application</p> <p>(1) In addition to the other requirements specified in Ch 2, the requirements apply to all self-propelled general dry cargo ships of 500GT and above carrying solid cargoes other than:</p> <ul style="list-style-type: none"> - bulk carriers and double skin bulk carriers subject to the enhanced survey programme(ESP) <p><omitted></p> <ul style="list-style-type: none"> - general dry cargo ships of double side-skin construction, with double side-skin extending for the <u>entire length</u> of the cargo area, and for the <u>entire height</u> of the cargo hold to the <u>upper deck</u> <u><newly added></u> <p>However, the requirements specified in 1402. 7 and 1404. 7 also apply to those cargo ships, which, although belonging to the ship types listed above that are excluded from the application of this requirements, are fitted with a single cargo hold.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 14 Hull Surveys for General Dry Cargo Ships</p> <p>1401. General</p> <p>1. Application</p> <p>(1) In addition to the other requirements specified in Ch 2, the requirements apply to all self-propelled general dry cargo ships of 500GT and above carrying solid cargoes other than:</p> <ul style="list-style-type: none"> - bulk carriers and double skin bulk carriers subject to the enhanced survey programme(ESP) <p><same as the current Rules></p> <ul style="list-style-type: none"> - general dry cargo ships of double side-skin construction, with double side-skin extending for the <u>length</u> of the cargo area, and for the <u>height</u> of the cargo hold to the <u>upper deck</u><u><Special consideration may also given to ships that are of double side-skin construction but with single skin in way of several frames e.g. in way of forebody full form at the forward end of the foremost cargo hold. (2020)></u> <p>However, the requirements specified in 1402. 7 and 1404. 7 also apply to those cargo ships, which, although belonging to the ship types listed above that are excluded from the application of this requirements, are fitted with a single cargo hold.</p> <p><hereafter, same as the current Rules></p>	<p>- reflected the IACS UR Z7.1 (Rev.15) 1.1.1</p>

Present	Amendments	Reason
<p>1402. Annual Survey</p> <p>1. ~ 6. <omitted></p> <p>7. Additional Annual Survey requirements for single hold cargo ships (See 1401. 1 (1)) after determining compliance with <u>SOLAS II-1/23-3 and II-1/25</u></p> <p>For ships complying with the requirements of <u>SOLAS II-1/23-3 and II-1/25</u> for hold water level detectors, the Annual Survey is to include an examination and a test, at random, of the water ingress detection system and of their alarms.</p> <p><Remark newly added></p> <p><hereafter, omitted></p> <p>1404. Special Survey</p> <p>1. ~ 6. <omitted></p> <p>7. Additional Annual Survey requirements for single hold cargo ships (See 1401. 1 (1)) after determining compliance with <u>SOLAS II-1/23-3 and II-1/25</u></p> <p>For ships complying with the requirements of <u>SOLAS II-1/23-3 and II-1/25</u> for hold water level detectors, the Annual Survey is to include an examination and a test, at random, of the water ingress detection system and of their alarms.</p> <p><hereafter, omitted></p>	<p>1402. Annual Survey</p> <p>1. ~ 6. <same as the current Rules></p> <p>7. Additional Annual Survey requirements for single hold cargo ships (See 1401. 1 (1)) after determining compliance with <u>SOLAS II-1/25 (2020)</u></p> <p>For <u>ships¹⁾</u> complying with the requirements of <u>SOLAS II-1/25</u> for hold water level detectors, the Annual Survey is to include an examination and a test, at random, of the water ingress detection system and of their alarms.</p> <p><u>Remarks</u></p> <p><u>1) Cargo ships other than bulk carriers having a single cargo hold below the freeboard deck or cargo holds below the freeboard deck which are not separated by at least one bulkhead made watertight up to the deck and come fall under following (1) or (2) are to be installed relevant systems in accordance with the requirements of Pt 7 Ch 3, 1403. 3.</u></p> <p><u>(1) Ships having a length(L) of less than 80 m if constructed on or after 1 July 1998</u></p> <p><u>(2) Ships having a length(L) of less than 100 m if constructed before 1 July 1998</u></p> <p><u>However, the water level detectors required by 1403. 3 need not be fitted in ships fitted with water level detectors complying with the requirements in 1403. 1, or in ships having suitable width watertight side compartments each side of the cargo hold length extending vertically at least from inner bottom to freeboard deck.</u></p> <p><hereafter, same as the current Rules></p> <p>1404. Special Survey</p> <p>1. ~ 6. <same as the current Rules></p> <p>7. Additional Annual Survey requirements for single hold cargo ships (See 1401. 1 (1)) after determining compliance with <u>SOLAS II-1/25 (2020)</u></p> <p>For ships(Refer to the <u>1402. 7</u>) complying with the requirements of <u>SOLAS II-1/25</u> for hold water level detectors, the Annual Survey is to include an examination and a test, at random, of the water ingress detection system and of their alarms.</p> <p><hereafter, same as the current Rules></p>	<p>At the request of Yeosu-Gwangyang Branch Office(YSU6000 -620-2018, '18.3.3.) & reflected IACS UR Z7.1 (Rev.15, Jun 2019), 3.3</p> <p>- SOLAS Reg. II-1/23-3 in the annex 1 was completely replaced by Reg. II-1/25 in the annex 2 since 1 January 2009</p> <p>- Which ship is applied?</p> <p>- from Rule Pt 7, Ch 3 1402. 2.</p> <p>- reflected IACS UR Z7.1 (Rev.15, Jun 2019), 2.6</p>

Present	Amendments	Reason
<p data-bbox="107 240 902 339">Section 18 Special Requirements for Ships Subject to Korean Ship Safety Act or Fishing Vessels Act</p> <p data-bbox="107 363 902 427">1801. Special requirements for ships subject to Korean Ship Safety Act [See Guidance]</p> <p data-bbox="129 443 309 475">1.~2. <omitted></p> <p data-bbox="129 496 902 643">3. In application to <u>301.(Intermediate Survey)</u>, <u>Intermediate Surveys</u> and Docking Survey(In-water Survey not to be allowed) for Ships of 24m in length and above and 30 years of age and over after launching date are to be carried out within 3 months before or after each anniversary date. (2018)</p> <p data-bbox="129 667 902 813">4. At the Intermediate Survey according to Par 3 above, the following relevant requirements are applied only at the Intermediate Survey carried out within 3months before or after the second or third anniversary date from the completion date of the previous Special Survey in accordance with <u>301</u>.</p> <p data-bbox="163 826 271 858">(1) <u>1403.</u></p> <p data-bbox="163 858 271 890">(2) <u>1503.</u></p> <p data-bbox="163 890 607 922">(3) <u>Ch 3, 201. 1 (3), (4), (6) and 203.</u></p> <p data-bbox="163 946 331 978">(4) <u>Ch 3, 303.</u></p> <p data-bbox="163 978 331 1010">(5) <u>Ch 3, 403.</u></p> <p data-bbox="163 1010 331 1042">(6) <u>Ch 3, 503.</u></p> <p data-bbox="163 1066 331 1098">(7) <u>Ch 3, 603.</u></p> <p data-bbox="129 1153 360 1185"><hereafter, omitted></p>	<p data-bbox="969 240 1809 308">Section 18 Special Requirements for Ships Subject to Korean Ship Safety Act or Fishing Vessels Act</p> <p data-bbox="947 371 1832 435">1801. Special requirements for ships subject to Korean Ship Safety Act [See Guidance]</p> <p data-bbox="969 451 1395 483">1.~2. <same as the current Rules></p> <p data-bbox="969 507 1832 654">3. In application to <u>301.(Due range of Intermediate Survey)</u>, <u>Intermediate Surveys as per Sec. 3</u> and Docking Survey(In-water Survey not to be allowed) for Ships of 24m in length and above and 30 years of age and over after launching date are to be carried out within 3 months before or after each anniversary date. (2020)</p> <p data-bbox="969 678 1832 825">4. At the Intermediate Survey according to Par 3 above, the following relevant requirements are applied only at the Intermediate Survey carried out within 3months before or after the second or third anniversary date from the completion date of the previous Special Survey in accordance with <u>301(Due range of Intermediate Survey)</u>. (2020)</p> <p data-bbox="1003 837 1753 869">(1) <u>1403. (Intermediate Hull Survey of General Dry Cargo Ships)</u></p> <p data-bbox="1003 869 1709 901">(2) <u>1503. (Intermediate Hull Survey of Liquefied Gas Carrier)</u></p> <p data-bbox="1003 901 1440 933">(3) <u>Ch 3, 201. 1 (3), (4), (6) and 203.</u></p> <p data-bbox="1037 933 1686 965"><u>(General and Intermediate Hull Survey of Bulk Carriers)</u></p> <p data-bbox="1003 965 1664 997">(4) <u>Ch 3, 303. (Intermediate Hull Survey of Oil Tankers)</u></p> <p data-bbox="1003 997 1731 1029">(5) <u>Ch 3, 403. (Intermediate Hull Survey of Chemical Tankers)</u></p> <p data-bbox="1003 1029 1697 1077">(6) <u>Ch 3, 503. (Intermediate Hull Survey of Double Hull Oil Tankers)</u></p> <p data-bbox="1003 1077 1798 1125">(7) <u>Ch 3, 603. (Intermediate Hull Survey of Double Skin Bulk Carriers)</u></p> <p data-bbox="1025 1149 1496 1181"><hereafter, same as the current Rules></p>	<p data-bbox="1865 331 2112 435">At the request of Busan Branch Office (by Memo 2019.4.29)</p> <p data-bbox="1865 523 2112 858">– Clarification of Survey Requirements for Intermediate Survey (not following Para No 4.) for ship Ships of 24m in length and above and 30 years of age and over.</p>

(4) Effective date : 1 July 2020

(Date of which the application for survey is submitted) for [definitions](#)

Present	Amendments	Reason
<p>CHAPTER 1 CLASSIFICATION</p> <p>Section 1 General [see Guidance]</p> <p><u><newly added></u></p> <p><u>101. ~ 105. <omitted></u> <hereafter, omitted></p>	<p>CHAPTER 1 CLASSIFICATION</p> <p>Section 1 General [see Guidance]</p> <p>101. Definitions (2020)</p> <p><u>The definitions of terms used in Ch 1, Ch 2 and Ch 3 are to be as specified in the following, unless otherwise specified elsewhere.</u></p> <p>1. Classification means <u>recording the name and relevant data of a ship which has been satisfactorily surveyed in accordance with this Society's Rules and approved by the Classification Committed, on the computer register.</u></p> <p>2. Register of Ships means <u>a documentation containing the name, principal particulars, etc., of all KR registered ships.</u></p> <p>3. Class Notation means <u>a notation in which the characteristics of a ship is expressed in letters or symbols, indicating that it meets the compulsory application requirements of the ship and/or additional voluntary standards requirements. Class notation codes include registration code, hull/institution code, design code, ship type. Special notes, additional notes and supplementary codes.</u></p> <p>4. Classification Survey during Construction menas <u>the survey which is carried out on new building ship that is built in accordance with the Classification Technical Rules from the initial stage of construction with the purpose of registering to this Society.</u></p> <p>5. Double Classed Vessel means <u>a vessel which is classed by two Societies and where each Society works as if it is the only Society classing the vessel, and does all surveys in accordance with its own requirements and schedule. (for existing ship only)</u></p> <p>6. Dual Classed Vessel means <u>is a vessel which is classed by two Societies between which there is a written agreement regarding sharing of work. (for existing ship only)</u></p> <p>7. The Owner means <u>including Charterer, representatives of Owner, Representatives of Charterer and master of ship.</u></p> <p>8. Periodical Survey means <u>Special Survey, Intermediate Survey and Annual Survey.</u></p> <p>9. Verification menas <u>a service that confirms through the provision of objective evidence(analysis, observation, measurement, test, or records or other evidence) that specified requirements have been met.</u></p> <p>10. Condition(s) of Class mean(s) <u>requirements to the effect that specific measures, repairs, surveys etc is(are) to be carried out within a specific time limit in order to retain Classification.</u></p> <p>102. ~ 106. <same as the current Rules> <hereafter, same as the current Rules></p>	<p>– needed to introduce definitions used in Part 1</p> <p>– from Procedure for Classification Work, 4.1 & 4.5</p> <p>– from Procedure for New Building Ship Survey, 4.1</p> <p>– moved from Guidance Pt 1, Ch 1, 3. (2) & (3) (from PR 1B)</p> <p>– moved from Pt 1, Ch 1 602.</p> <p>– from Procedure for Existing Ship Survey, 4.2</p> <p>– memo by Quality Management Team (refer to DNV.GL Rules)</p> <p>– Instruction for the Classification Survey, Pt 5, Ch 1 202. 1. & from the Definitions of PR1A(Rev.7, May 2019), PR1B(Rev.4 May 2019), PR1C(Rev.6, Apr 2019), PR35(Rev.1 May 2019)</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 6 Application for Survey</p> <p>601. Classification Survey [See Guidance] The application for Classification Survey is to be made by the Builder for a ship during construction and by the Owner for a ship after construction.</p> <p>602. Periodical and other surveys [See Guidance] The application for surveys of ship for the continuation of her classification is to be made by <u>the Owner(including Charterer, Representatives of Owner, Representatives of Charterer and Master of the ship, hereafter referred to as "the Owner")</u>.</p> <p>603. Re-issue of certificate The application for re-issue and return of the Classification Certificate, the Interim Classification Certificate, Particular Sheets and Survey Reports are to be made by the Owner.</p> <p>⟨hereafter, omitted⟩</p>	<p style="text-align: center;">Section 6 Application for Survey</p> <p>601. Classification Survey [See Guidance] The application for Classification Survey is to be made by the Builder for a ship during construction and by the Owner for a ship after construction.</p> <p>602. Periodical and other surveys [See Guidance] The application for surveys of ship for the continuation of her classification is to be made by <u>the Owner. (2020)</u></p> <p>603. Re-issue of certificate The application for re-issue and return of the Classification Certificate, the Interim Classification Certificate, Particular Sheets and Survey Reports are to be made by the Owner.</p> <p>⟨hereafter, same as the current Rules⟩</p>	<p>- moved to the "Definitions" of Ch 1, 101</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General</p> <p>101. Definitions</p> <p>2. A bulk carrier means a ship which is constructed generally with single deck, double bottom, topside tanks and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk. Combination carriers are included. For single skin combination carriers additional requirements are specified in Ch 3, Sec 3. Ore and combination carriers are not covered by the IACS Common Structural Rules for Bulk Carriers(Pt 11).</p> <p>The following ships are not covered by the IACS Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13).</p> <ul style="list-style-type: none"> - Ore carriers - Combination carriers - Wood chip carriers - Cement, fly ash and sugar carriers provided that loading and unloading is not carried out by grabs heavier than 10 tons, power shovels and other means which may damage cargo hold structure - Ships with inner bottom construction adapted for self-unloading <p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME Section 6 Double Skin Bulk Carriers</p> <p>601. General</p> <p>2. Definitions</p> <p>(1) A Double Skin Bulk Carrier is a ship which is constructed generally with single deck, double bottom, topside tank and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk, including such types as ore carriers and combination carriers, in which all cargo holds are bounded by a double-side skin(regardless of the width of the wing space). For combination carriers with longitudinal bulkheads additional requirements are specified in Sec 3 or Sec 5, as applicable. Ore and combination carriers are not covered by the IACS Common Structural Rules for Bulk Carriers(Pt 11).</p> <p>The following ships are not covered by the IACS Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13). ~ <omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General</p> <p>101. Definitions</p> <p>2-1. A bulk carrier means a ship which is constructed generally with single deck, double bottom, topside tanks and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk. Combination carriers are included. For single skin combination carriers additional requirements are specified in Ch 3, Sec 3. Ore and combination carriers are not covered by the IACS Common Structural Rules for Bulk Carriers(Pt 11).</p> <p>2-2. A Double Skin Bulk Carrier is a ship which is constructed generally with single deck, double bottom, topside tank and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk, including such types as ore carriers and combination carriers, in which all cargo holds are bounded by a double-side skin (regardless of the width of the wing space). For combination carriers with longitudinal bulkheads additional requirements are specified in Sec 3 or Sec 5, as applicable. Ore and combination carriers are not covered by the IACS Common Structural Rules for Bulk Carriers(Pt 11).</p> <p>(Common for 2-1 & 2-2) The following ships are not covered by the IACS Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13).</p> <ul style="list-style-type: none"> - Ore carriers - Combination carriers - Wood chip carriers - Cement, fly ash and sugar carriers provided that loading and unloading is not carried out by grabs heavier than 10 tons, power shovels and other means which may damage cargo hold structure - Ships with inner bottom construction adapted for self-unloading 	<p>-consolidated the definition of the term bulk carrier (including double hull bulk carrier);</p> <p>- moved from Ch 3, 601</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General</p> <p>101. Definitions</p> <p><u>3. An oil tanker means a ship which is constructed primarily to carry oil in bulk and includes ship types such as combination carrier(Ore/Oil ship, etc.).</u></p> <p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME Section 5 Double Hull Oil Tankers</p> <p>501. General</p> <p>2. Definitions</p> <p>(1) <u>A double hull oil tanker is a ship which is constructed primarily for the carriage of oil in bulk, which have the cargo tanks protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces for the carriage of water ballast or void spaces.</u></p> <p><u><newly added></u></p> <p><u>4. A chemical tanker means a ship constructed or adapted and used for the carriage in bulk of any liquid product listed in Pt 7, Ch 6, Sec 17.</u></p> <p><u>5. A tanker means a ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature.</u></p> <p><u>6. A liquefied gas carrier means a ship constructed or adapted and used for the carriage in bulk of any liquid product listed in Pt 7, Ch 5, Sec 19.</u></p>	<p><u>3-1. An oil tanker means a ship which is constructed primarily to carry oil in bulk and includes ship types such as combination carrier(Ore/Oil ship, etc.). (2020)</u></p> <p><u>3-2. A double hull oil tanker is a ship which is constructed primarily for the carriage of oil in bulk, which have the cargo tanks protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces for the carriage of water ballast or void spaces. (2020)</u></p> <p><u>4. Oil means for the purpose of the Rules, means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products other than petrochemicals which are subject to the provisions of Annex II of MARPOL 73/78.</u></p> <p><u>5. A chemical tanker means a ship constructed or adapted and used for the carriage in bulk of any liquid product listed in Pt 7, Ch 6, Sec 17. (2020)</u></p> <p><u>6. A tanker means a ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature. (2020)</u></p> <p><u>7. A liquefied gas carrier means a ship constructed or adapted and used for the carriage in bulk of any liquid product listed in Pt 7, Ch 5, Sec 19. (2020)</u></p>	<p>- adjusting No.</p> <p>- moved from Ch 3, 501</p> <p>- reflected MARPOL 73/78 Annex I/Reg.1</p> <p>- adjusting No.</p> <p>- adjusting No.</p> <p>- adjusting No.</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General</p> <p>101. Definitions</p> <p>7. A ballast tank is a tank that is being used <u>primarily</u> for salt water ballast.</p> <p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME Section 2 Bulk Carriers</p> <p>201. General</p> <p>2. Definitions</p> <p>(1) A ballast tank is a tank which is used <u>solely</u> for salt water ballast, or, where applicable, a space which is used for both cargo and slat water ballast will be treated as a ballast tank when substantial corrosion has been found in that space.</p> <p style="text-align: center;">Section 3 Oil Tankers</p> <p>301. General</p> <p>2. Definitions</p> <p>(3) A ballast tank is a tank which is used <u>solely</u> for the carriage of salt water ballast.</p> <p style="text-align: center;">Section 4 Chemical Tankers</p> <p>401. General</p> <p>2. Definitions</p> <p>(3) A ballast tank is a tank which is used <u>solely</u> for the carriage of salt water ballast.</p> <p style="text-align: center;">Section 5 Double Hull Oil Tankers</p> <p>501. General</p> <p>2. Definitions</p> <p>(4) A ballast tank is a tank which is used <u>solely</u> for the carriage of salt water ballast.</p> <p style="text-align: center;">Section 6 Double Skin Bulk Carriers</p> <p>601. General</p> <p>2. Definitions</p> <p>(2) A ballast Tank is a tank which is used <u>solely</u> for salt water ballast, or, where applicable, a space which is used for both cargo and salt water ballast will be treated as a ballast tank when substantial corrosion has been found in that space. A Double Side Tank is to be considered as a separate tank even if it is in connection to either the topside tank or the hopper side tank.</p>	<p>8. <u>A ballast tank is a tank that is being used primarily for salt water ballast. For Bulk Carriers and Double Skin Bulk Carriers subject to the requirements of Ch 3, Sec 2 and Sec 6, a ballast tank is a tank which is used solely for salt water ballast, or, where applicable, a space which is used for both cargo and slat water ballast will be treated as a ballast tank when substantial corrosion has been found in that space. A Double Side Tank is to be considered as a separate tank even if it is in connection to either the topside tank or the hopper side tank. And For Oil Tankers, Chemical Tankers and Double Hull Oil Tankers subject to the requirements of Ch 3, Sec 3, Sec 4 and Sec 5 respectively, a ballast tank is a tank which is used solely for the carriage of salt water ballast. (2020)</u></p>	<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-2018, 2018.9.10)</p> <p>- consolidated the definitions of ballast tank into Ch 2</p> <p>- moved from Ch 3, Sec 2~6</p>

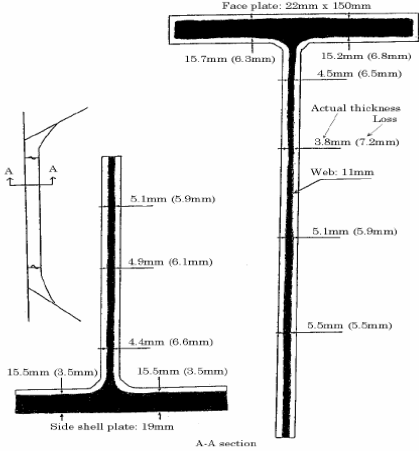
Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>8. A space is a separate compartment including holds and tanks.</p> <p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 2 Bulk Carriers</p> <p>201. General</p> <p>1. Application <omitted></p> <p>2. Definitions</p> <p>(1)~(2) <omitted></p> <p>(3) Spaces are separate compartments including holds, tanks, cofferdams and void spaces bounding cargo holds, decks and the outer hull.</p> <p style="text-align: center;">Section 6 Double Skin Bulk Carriers</p> <p>601. General</p> <p>1. Application <omitted></p> <p>2. Definitions</p> <p>(1)~(3) <omitted></p> <p>(4) Spaces are separate compartments including holds, tanks, cofferdams and void spaces bounding cargo holds, decks and the outer hull.</p>	<p><u>9. A space is a separate compartment including holds and tanks. For Bulk Carriers and Double Skin Bulk Carriers subject to the requirements of Ch 3, Sec 2 and Sec 6, spaces are separate compartments including holds, tanks, cofferdams and void spaces bounding cargo holds, decks and the outer hull. (2020)</u></p>	<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-2018, 2018.9.10)</p> <p>- consolidated the definitions of space into Ch 2</p> <p>- moved from Ch 3, Sec 2 & Sec 6</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General</p> <p>101. Definitions</p> <p>9. A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and longitudinal bulkhead. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</p> <p style="text-align: center;">Section 14 Hull Surveys for General Dry Cargo Ships</p> <p>1401. General</p> <p>2. Definitions</p> <p>A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and hopper side plating, longitudinal bulkheads and bottom plating in top wing tanks. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</p> <p style="text-align: center;">Section 15 Hull Surveys for Liquefied Gas Carriers</p> <p>1501. General</p> <p>2. Definitions</p> <p>(1) A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and longitudinal bulkheads.</p> <p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 2 Bulk Carriers</p> <p>201. General</p> <p>2. Definitions</p> <p>(2) A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom hopper sides, longitudinal bulkheads and bottom in top wing tanks. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</p>	<p><u>10. A transverse section includes all longitudinal members contributing to longitudinal hull girder strength, such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and longitudinal bulkhead and as applicable for the different ship types, relevant longitudinals, hopper side bottom in top wing tank, inner sides.</u></p> <p><u>For a transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections. (2020)</u></p> <p><hereafter, same as the current Rules></p>	<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-2018, 2018.9.10)</p> <p>- consolidated the definitions of space into Ch 2, Sec 1.</p> <p>- moved from Ch 2, Sec 14-15 and Ch 3, Sec 2~6</p> <p>-refer to BV Rules</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 3 Oil Tankers</p> <p>301. General</p> <p>2. Definitions</p> <p>(1) A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and longitudinal bulkheads. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</p> <p style="text-align: center;">Section 4 Chemical Tankers</p> <p>401. General</p> <p>2. Definitions</p> <p>(1) A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and longitudinal bulkheads. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</p> <p style="text-align: center;">Section 5 Double Hull Oil Tankers</p> <p>501. General</p> <p>2. Definitions</p> <p>(2) A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and longitudinal bulkheads. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</p> <p style="text-align: center;">Section 6 Double Skin Bulk Carriers</p> <p>601. General</p> <p>2. Definitions</p> <p>(3) A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom, hopper sides top wing inner sides and longitudinal bulkheads. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</p>		<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-2018, 2018.9.10)</p> <p>- consolidated the definitions of space into Ch 2, Sec 1.</p> <p>- moved from Ch 2, Sec 14-15 and Ch 3, Sec 2~6</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101. Definitions</p> <p>12. Substantial corrosion is an extent of corrosion such that assessment of corrosion pattern indicates a wastage in excess of 75% of allowable margins, but within acceptable limits. For vessels built under the IACS Common Structural Rules(Pt 11, Pt 12 or Pt 13), substantial corrosion is an extent of corrosion such that the assessment of the corrosion pattern indicates a measured thickness between $t_{ren} + 0.5\text{mm}$ and t_{ren}. Renewal thickness(t_{ren}) is the minimum allowable thickness, in mm, below which renewal of structural members is to be carried out.</p> <p>(newly added)</p> <p>13.-21. (omitted)</p>	<p>14. Substantial corrosion is an extent of corrosion such that assessment of corrosion pattern indicates a wastage in excess of 75% of allowable margins, but within acceptable limits. For vessels built under the IACS Common Structural Rules(Pt 11, Pt 12 or Pt 13), substantial corrosion is an extent of corrosion such that the assessment of the corrosion pattern indicates a measured thickness between $t_{ren} + 0.5\text{mm}$ and t_{ren}. Renewal thickness(t_{ren}) is the minimum allowable thickness, in mm, below which renewal of structural members is to be carried out. (2020)</p> <p>15. Excessive Corrosion(Excessive Diminution-MODU) means corrosion that exceeds the allowable limit. – ABS or means an extent of corrosion beyond allowable limits. – MODU or means an extent of corrosion that exceeds the allowable limits – Rec 82 (2020)</p> <p>16. Extensive Area of Corrosion (Extensive corrosion) means corrosion of hard and/or loose scale, including pitting, over 70% or more of the plating surface in question, accompanied by evidence of thinning. (2020)</p> <p>17. ~ 25. (2020) (same as the current Rules)</p>	<p>– adjusting No.</p> <p>– Refet to MODU Rules, IACS Rec. 82 & DNV.GL Rules</p> <p>– adjusting No.</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS Section 1 General</p> <p>101. Definitions</p> <p><u>22. Cargo length area is that part of the ship which contains all cargo holds and adjacent areas including fuel tanks, cofferdams, ballast tanks and void spaces.</u></p> <p style="text-align: center;">Section 15 Hull Surveys for Liquefied Gas Carriers</p> <p>1501. General</p> <p>2. Definitions</p> <p><u>(2) Cargo area is that part of the ship which contains cargo tanks, cargo/ballast pump-rooms, compressor rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above mentioned spaces.</u></p> <p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 3 Oil Tankers</p> <p>301. General</p> <p>2. Definitions</p> <p><u>(2) Cargo area is that part of the ship which contains cargo tanks, slop tanks and cargo/ballast pump-rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above mentioned spaces.</u></p> <p style="text-align: center;">Section 4 Chemical Tankers</p> <p>401. General</p> <p>2. Definitions</p> <p><u>(2) Cargo area is that part of the ship which contains cargo tanks, slop tanks and cargo/ballast pump-rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above mentioned spaces.</u></p> <p style="text-align: center;">Section 5 Double Hull Oil Tankers</p> <p>501. General</p> <p>2. Definitions</p> <p><u>(3) Cargo area is that part of the ship which contains cargo tanks, slop tanks and cargo/ballast pump rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over above mentioned spaces.</u></p>	<p><u>26-1. Cargo length area, ship carrying dry cargo ship is that part of the ship which contains all cargo holds and adjacent areas including fuel tanks, cofferdams, ballast tanks pipe tunnels and void spaces. (2020)</u></p> <p><u>26-2. Cargo area, ship carrying liquid cargo in bulk is that part of the ship which contains cargo tanks, slop tanks and cargo/ballast pump-rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above mentioned spaces. (2020)</u></p>	<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-2018, 2018.9.10.) & Refer to BV Rules</p> <p>- consolidated the definitions of cargo space into Ch 2, Sec 1.</p> <p>- moved from Ch 3, Sec 3-5</p>

Present	Amendments	Reason
<p data-bbox="114 268 282 293"><newly added></p> <p data-bbox="120 938 860 1059"><u>23. Pitting corrosion</u> is defined as scattered corrosion spots/areas with local material reductions which are greater than the general corrosion in the surrounding area. Pitting intensity is defined in Fig 1.2.1.</p> <p data-bbox="120 1078 860 1200"><u>24. Edge corrosion</u> is defined as local corrosion at the free edges of plates, stiffeners, primary support members and around openings. An example of edge corrosion is shown in Fig 1.2.2.</p> <p data-bbox="120 1219 860 1340"><u>25. Grooving corrosion</u> is typically local material loss adjacent to weld joints along abutting stiffeners and at stiffener or plate butts or seams. An example of grooving corrosion is shown in Fig 1.2.3.</p> <p data-bbox="120 1359 344 1385"><u>26. ~ 27. <omitted></u></p>	<p data-bbox="916 239 1836 421"><u>27. General Corrosion(or Uniform Corrosion)</u> appears as a non-protective rust which can uniformly occur on tank internal surfaces that are uncoated, or where coating has totally deteriorated. The rust scale continues to break off, exposing fresh metal to corrosive attack. Thickness cannot be judged visually until excessive loss has occurred. An example of General corrosion is shown Fig. 1.2.1</p>  <p data-bbox="887 916 1218 941">Fig. 1.2.1 General corrosion</p> <p data-bbox="916 983 1836 1072"><u>28. Pitting corrosion</u> is defined as scattered corrosion spots/areas with local material reductions which are greater than the general corrosion in the surrounding area. Pitting intensity is defined in Fig 1.2.2. (2020)</p> <p data-bbox="916 1091 1836 1181"><u>29. Edge corrosion</u> is defined as local corrosion at the free edges of plates, stiffeners, primary support members and around openings. An example of edge corrosion is shown in Fig 1.2.3. (2020)</p> <p data-bbox="916 1200 1836 1289"><u>30. Grooving corrosion</u> is typically local material loss adjacent to weld joints along abutting stiffeners and at stiffener or plate butts or seams. An example of grooving corrosion is shown in Fig 1.2.4. (2020)</p> <p data-bbox="916 1356 1366 1382">31. ~ 32. <same as the current Rules></p>	<p data-bbox="1872 233 2141 293">- Refer to ABS Rules, IACS Rec.76 & Rec.82</p> <p data-bbox="1872 963 2042 989">- adjusting No.</p> <p data-bbox="1872 1123 2042 1149">- adjusting No.</p> <p data-bbox="1872 1315 2042 1340">- adjusting No.</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 3 Oil Tankers</p> <p>301. General</p> <p>2. Definitions</p> <p>(4) <u>A combined cargo/ballast tank is a tank which is used for the carriage of cargo or ballast water as a routine part of the vessel's operation and will be treated as a ballast tank. Cargo tanks in which water ballast might be carried only in exceptional cases per MARPOL Annex I, Ch 4, Reg. 18.3 are to be treated as cargo tanks.</u></p> <p style="text-align: center;">Section 4 Chemical Tankers</p> <p>401. General</p> <p>2. Definitions</p> <p>(4) <u>A combined cargo/ballast tank is a tank which is used for the carriage of cargo or ballast water as a routine part of the vessel's operation and will be treated as a ballast tank. Cargo tanks in which water ballast might be carried only in exceptional cases per MARPOL Annex I, Ch 4, Reg. 18.3 are to be treated as cargo tanks.</u></p> <p style="text-align: center;">Section 5 Double Hull Oil Tankers</p> <p>501. General</p> <p>2. Definitions</p> <p>(5) <u>A combined cargo/ballast tank is a tank which is used for the carriage of cargo or ballast water as a routine part of the vessel's operation and will be treated as a ballast tank. Cargo tanks in which water ballast might be carried only in exceptional cases per MARPOL Annex I, Ch 4, Reg. 18.3 are to be treated as cargo tanks.</u></p>	<p><u>33. A combined cargo/ballast tank is a tank which is used for the carriage of cargo or ballast water as a routine part of the vessel's operation and will be treated as a ballast tank. Cargo tanks in which water ballast might be carried only in exceptional cases per MARPOL Annex I, Ch 4, Reg. 18.3 are to be treated as cargo tanks. (2020)</u></p>	<ul style="list-style-type: none"> - consolidated the definitions of combined cargo/ballast tank into Ch 2, Sec 1. - moved from Ch 3, Sec 3~5

Present	Amendments	Reason
<p><u><newly added></u></p>	<p><u>34. Integral tanks</u> mean tanks that form a structural part of hull and influenced in the same manner by the loads that stress the adjacent hull structure. (2020)</p> <p><u>35. Independent tanks</u> mean self-supporting tanks. They do not form part of the ship's hull and are not essential to the hull strength. (2020)</p> <p><u>36. Membrane tanks</u> mean non-self-supporting tanks that consist of thin liquid and gastight layer(membrane) supported through insulation by the adjacent hull structure. (2020)</p> <p><u>37. Semi-membrane tanks</u> mean non-self-supporting tanks in the loaded condition and consist of a layer, parts of which are supported through insulation by the adjacent hull structure. (2020)</p> <p><u>38. Strength deck</u> means the deck at a part of ship's length is the uppermost deck at that part to which the shell plates extend. However, in way of superstructures, except sunken superstructures, not exceeding 0.15L in length, the strength deck is the deck just below the superstructure deck. The deck just below the superstructure deck may be taken as the strength deck even in way of the superstructure exceeding 0.15l in length at the option of the designer. (2020)</p> <p><u>39. Freeboard deck</u> means normally the uppermost continuous deck. However, in cases where openings without permanent closing means exist on the exposed part of the uppermost continuous deck or where openings without permanent watertight closing means exist on the side of the ship below that deck, the freeboard deck is the continuous deck below that deck. (2020)</p> <p><u>40. Sheer Streak</u> means the top strake of a ship's side shell plating. (2020)</p> <p><u>41. Superstructure</u> means a decked structure on the freeboard deck, extending from side to side of the ship or having its side walls at the position not farther than 0.04 Bf from the side of ship. Raised quarter deck is to be considered as a superstructure. (2020)</p> <p><u>42. Deckhouse</u> menas a decked structure on the freeboard or superstructure deck which does not comply with the definition of a superstructure. (2020)</p> <p><u>43. Wind and Water Strakes</u> mean the strakes of a ship's side shell between the ballast and the deepest load waterline. Generally the two(2) strakes located in the vicinity of the load waterline. Due to vessel's trim, the strakes may vary over the length of the vessel. (2020)</p>	<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729- 2018, '18.9.10.) : What the definition of Integral tanks?</p> <p>- from Rule Pt 7, Ch 5, 401. 6.</p> <p>- from Rule Pt 7, Ch 5, 401. 4.</p> <p>- from Rule Pt 7, Ch 5, 401. 5.</p> <p>-from Rule Pt 7, Ch 5, 401. 7.</p> <p>- from Rule Pt 3 Ch 1, 116.</p> <p>- from Rule Pt 3, Ch 1, 114.</p> <p>- from Rule Pt 13, Sub-part 1, Ch 1, Sec 4 Table 7</p> <p>- from Rule Pt 3, Ch 1, 118.</p> <p>- from Rule Pt 13, Sub-part 1, Ch 1, Sec 1, 2.4.6</p> <p>- Refer to Pt 13, Sub 1, Ch 1, Sec 4 & ABS Rules</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p style="text-align: center;">Section 2 Bulk Carriers</p> <p>201. General <omitted></p> <p>2. Definitions</p> <p>(1) <u>A ballast tank is a tank which is used solely for salt water ballast, or, where applicable, a space which is used for both cargo and salt water ballast will be treated as a ballast tank when substantial corrosion has been found in that space.</u></p> <p>(2) <u>A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom hopper sides, longitudinal bulkheads and bottom in top wing tanks. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</u></p> <p>(3) <u>Spaces are separate compartments including holds, tanks, cofferdams and void spaces bounding cargo holds, decks and the outer hull.</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p style="text-align: center;">Section 2 Bulk Carriers</p> <p>201. General <same as the current Rules></p> <p>2. Definitions</p> <p>(1) Refer to the Definitions of Ch 2, Sec 1, 101. (2020)</p> <p><hereafter, same as the current Rules></p>	<p>- moved to Ch 2, 101</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 3 Oil Tankers</p> <p>301. General</p> <p>1. Application <omitted></p> <p>2. Definitions</p> <p>(1) <u>A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and longitudinal bulkheads. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</u></p> <p>(2) <u>Cargo area is that part of the ship which contains cargo tanks, slop tanks and cargo/ballast pump-rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above mentioned spaces.</u></p> <p>(3) <u>A ballast tank is a tank which is used solely for the carriage of salt water ballast.</u></p> <p>(4) <u>A combined cargo/ballast tank is a tank which is used for the carriage of cargo or ballast water as a routine part of the vessel's operation and will be treated as a ballast tank. Cargo tanks in which water ballast might be carried only in exceptional cases per MARPOL Annex I, Ch 4, Reg. 18.3 are to be treated as cargo tanks.</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 3 Oil Tankers</p> <p>301. General</p> <p>1. Application <same as the current Rules></p> <p>2. Definitions</p> <p>(1) Refer to the Definitions of Ch 2, Sec 1, 101. (2020)</p> <p><hereafter, same as the current Rules></p>	<p>- moved to Ch 2, 101</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 4 Chemical Tankers</p> <p>401. General</p> <p>1. Application <omitted></p> <p>2. Definitions</p> <p>(1) <u>A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and longitudinal bulkheads. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</u></p> <p>(2) <u>Cargo area is that part of the ship which contains cargo tanks, slop tanks and cargo/ballast pump-rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above mentioned spaces.</u></p> <p>(3) <u>A ballast tank is a tank which is used solely for the carriage of salt water ballast.</u></p> <p>(4) <u>A combined cargo/ballast tank is a tank which is used for the carriage of cargo or ballast water as a routine part of the vessel's operation and will be treated as a ballast tank. Cargo tanks in which water ballast might be carried only in exceptional cases per MARPOL Annex I, Ch 4, Reg. 18.3 are to be treated as cargo tanks.</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 4 Chemical Tankers</p> <p>401. General</p> <p>1. Application <same as the current Rules></p> <p>2. Definitions</p> <p>(1) Refer to the Definitions of Ch 2, Sec 1, 101. (2020)</p> <p><hereafter, same as the current Rules></p>	<p>- moved to Ch 2, 101</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 5 Double Hull Oil Tankers</p> <p>501. General</p> <p>1. Application <omitted></p> <p>2. Definitions</p> <p>(1) <u>A double hull oil tanker is a ship which is constructed primarily for the carriage of oil in bulk, which have the cargo tanks protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces for the carriage of water ballast or void spaces.</u></p> <p>(2) <u>A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom and longitudinal bulkheads. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</u></p> <p>(3) <u>Cargo area is that part of the ship which contains cargo tanks, slop tanks and cargo/ballast pump rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over above mentioned spaces.</u></p> <p>(4) <u>A ballast tank is a tank which is used solely for the carriage of salt water ballast.</u></p> <p>(5) <u>A combined cargo/ballast tank is a tank which is used for the carriage of cargo or ballast water as a routine part of the vessel's operation and will be treated as a ballast tank. Cargo tanks in which water ballast might be carried only in exceptional cases per MARPOL Annex I, Ch 4, Reg. 18.3 are to be treated as cargo tanks.</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 5 Double Hull Oil Tankers</p> <p>501. General</p> <p>1. Application <same as the current Rules></p> <p>2. Definitions</p> <p>(1) Refer to the Definitions of Ch 2, Sec 1, 101. (2020)</p> <p><hereafter, same as the current Rules></p>	<p>- moved to Ch 2, 101</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 6 Double Skin Bulk Carriers</p> <p>601. General</p> <p>1. Application <omitted></p> <p>2. Definitions</p> <p>(1) <u>A Double Skin Bulk Carrier is a ship which is constructed generally with single deck, double bottom, topside tank and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk, including such types as ore carriers and combination carriers, in which all cargo holds are bounded by a double-side skin (regardless of the width of the wing space). For combination carriers with longitudinal bulkheads additional requirements are specified in Sec 3 or Sec 5, as applicable. Ore and combination carriers are not covered by the IACS Common Structural Rules for Bulk Carriers (Pt 11).</u> <u>The following ships are not covered by the IACS Common Structural Rules for Bulk Carriers and Oil Tankers (Pt 13).</u></p> <ul style="list-style-type: none"> - <u>Ore carriers - Combination carriers</u> - <u>Wood chip carriers</u> - <u>Cement, fly ash and sugar carriers provided that loading and unloading is not carried out by grabs heavier than 10 tons, power shovels and other means which may damage cargo hold structure</u> - <u>Ships with inner bottom construction adapted for self-unloading</u> <p>(2) <u>A Ballast Tank is a tank which is used solely for salt water ballast, or, where applicable, a space which is used for both cargo and salt water ballast will be treated as a ballast tank when substantial corrosion has been found in that space. A Double Side Tank is to be considered as a separate tank even if it is in connection to either the topside tank or the hopper side tank.</u></p> <p>(3) <u>A transverse section includes all longitudinal members such as plating, longitudinals and girders at the deck, sides, bottom, inner bottom, hopper sides top wing inner sides and longitudinal bulkheads. For transversely framed vessels, a transverse section includes adjacent frames and their end connections in way of transverse sections.</u></p> <p>(4) <u>Spaces are separate compartments including holds, tanks, cofferdams and void spaces bounding cargo holds, decks and the outer hull.</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 6 Double Skin Bulk Carriers</p> <p>601. General</p> <p>1. Application <same as the current Rules></p> <p>2. Definitions</p> <p><u>(1) Refer to the Definitions of Ch 2, Sec 1, 101. (2020)</u></p> <p><hereafter, same as the current Rules></p>	<p>- moved to Ch 2, 101</p>

(5) Effective date : 1 July 2020

(Date of which the application for survey is submitted) – for Miscellaneous

Present	Amendments	Reason																				
<p style="text-align: center;">Section 3 Intermediate Survey</p> <p>301. Due range</p> <p>302. Hull, equipment and fire-extinguishing appliances <omitted></p> <p>1. Internal examination of ballast tanks and cargo spaces are given in Table 1.2.1.</p> <p>Table 1.2.1 Internal examination of ballast tanks and cargo spaces</p> <table border="1" data-bbox="145 555 958 885"> <thead> <tr> <th></th> <th>5 years< age ≤ 10 years</th> <th>10 years< age ≤ 15 years</th> <th>15 years< age</th> </tr> </thead> <tbody> <tr> <td>Ballast tanks</td> <td colspan="3" rowspan="3" style="text-align: center;"><omitted></td> </tr> <tr> <td>Cargo holds</td> </tr> <tr> <td>Cargo tanks⁶⁾</td> </tr> </tbody> </table> <p>(NOTES)</p> <p>1) ~ 2) <omitted></p> <p>3) For ballast tanks, excluding double bottom ballast tanks, if there is no hard protective coating, soft or semi-hard coating, or POOR coating condition and it is not renewed, <u>the spaces</u> in question is are to be internally examined at annual intervals.</p> <p>4) When such condition as above 3) are found in double bottom ballast tanks, the <u>spaces</u> in question may be internally examined at annual intervals.</p> <p>5) ~ 6) <omitted></p> <p><hereafter, omitted></p>		5 years< age ≤ 10 years	10 years< age ≤ 15 years	15 years< age	Ballast tanks	<omitted>			Cargo holds	Cargo tanks ⁶⁾	<p style="text-align: center;">Section 3 Intermediate Survey</p> <p>301. Due range</p> <p>302. Hull, equipment and fire-extinguishing appliances <same as the current Rules></p> <p>1. Internal examination of ballast tanks and cargo spaces are given in Table 1.2.1.</p> <p>Table 1.2.1 Internal examination of ballast tanks and cargo spaces</p> <table border="1" data-bbox="1052 542 1865 885"> <thead> <tr> <th></th> <th>5 years< age ≤ 10 years</th> <th>10 years< age ≤ 15 years</th> <th>15 years< age</th> </tr> </thead> <tbody> <tr> <td>Ballast tanks</td> <td colspan="3" rowspan="3" style="text-align: center;"><same as the current Rules></td> </tr> <tr> <td>Cargo holds</td> </tr> <tr> <td>Cargo tanks⁶⁾</td> </tr> </tbody> </table> <p>(NOTES)</p> <p>1) ~ 2) <same as the current Rules></p> <p>3) For ballast tanks, excluding double bottom ballast tanks, if there is no hard protective coating, soft or semi-hard coating, or POOR coating condition and it is not renewed, the <u>tanks</u> in question is are to be internally examined at annual intervals. <u>(2020)</u></p> <p>4) When such condition as above 3) are found in double bottom ballast tanks, the <u>tanks</u> in question may be internally examined at annual intervals. <u>(2020)</u></p> <p>5) ~ 6) <same as the current Rules></p> <p><hereafter, same as the current Rules></p>		5 years< age ≤ 10 years	10 years< age ≤ 15 years	15 years< age	Ballast tanks	<same as the current Rules>			Cargo holds	Cargo tanks ⁶⁾	<p style="text-align: center;">– reflected IACS UR Z7(Rev.28 May 2019) 4.2.3 & 4.2.4</p>
	5 years< age ≤ 10 years	10 years< age ≤ 15 years	15 years< age																			
Ballast tanks	<omitted>																					
Cargo holds																						
Cargo tanks ⁶⁾																						
	5 years< age ≤ 10 years	10 years< age ≤ 15 years	15 years< age																			
Ballast tanks	<same as the current Rules>																					
Cargo holds																						
Cargo tanks ⁶⁾																						

Present	Amendments	Reason
<p style="text-align: center;">Section 5-2 Special Survey (Additional Requirements to Ship Types)</p> <p>The Special Survey(Additional requirements to ship types), in addition to the requirements for Intermediate Survey, shall be carried out as follows.</p> <p>1. Oil tankers(including tankers) :</p> <p>The additional requirements are to be surveyed as follows,</p> <ol style="list-style-type: none"> (1) For pump room, in particular, the foundations and gland seals of pumps, stuffing box, sealing arrangements of all penetrations of bulkheads and ventilating arrangements are to be examined. (2) Condition of the inner surface of the bottom plating in cargo tanks is to be examined in order to ascertain that there is no excessive pitting of the plating. (3) Bell mouths of the cargo suction pipes in cargo tanks are to be removed to enable examination of the shell plating and bulkheads in that vicinity. (4) All piping systems <u>in the tanks and spaces</u>, cargo oil pipes on weather deck, breather valves, flame screens on vents, purge systems, gas free systems, inert gas systems and other piping systems are to be examined. When considered necessary by the Surveyor, pressure tests and/or gaugings for pipings are to be carried out. 【See Guidance】 <p>⟨hereafter, omitted⟩</p>	<p style="text-align: center;">Section 5-2 Special Survey (Additional Requirements to Ship Types)</p> <p>The Special Survey(Additional requirements to ship types), in addition to the requirements for Intermediate Survey, shall be carried out as follows.</p> <p>1. Oil tankers(including tankers) :</p> <p>The additional requirements are to be surveyed as follows,</p> <ol style="list-style-type: none"> (1) For pump room, in particular, the foundations and gland seals of pumps, stuffing box, sealing arrangements of all penetrations of bulkheads and ventilating arrangements are to be examined. (2) Condition of the inner surface of the bottom plating in cargo tanks is to be examined in order to ascertain that there is no excessive pitting of the plating. (3) Bell mouths of the cargo suction pipes in cargo tanks are to be removed to enable examination of the shell plating and bulkheads in that vicinity. (4) All piping systems <u>in the spaces</u>, cargo oil pipes on weather deck, breather valves, flame screens on vents, purge systems, gas free systems, inert gas systems and other piping systems are to be examined. When considered necessary by the Surveyor, pressure tests and/or gaugings for pipings are to be carried out. <u>(2020)</u> 【See Guidance】 <p>⟨hereafter, same as the current Rules⟩</p>	<p>At the request of Yeosu- Gwangyang Branch Office (YSU6000-729-2018, '18.9.10.)</p> <p><u>Definition</u> A space is a separate compartment including holds and tanks.</p>

Present	Amendments	Reason
<p>Section 14 Hull Surveys for General Dry Cargo Ships 1401. ~ 1403. <omitted></p> <p>1404. Special Survey</p> <p>1. <omitted></p> <p>2. Tank protection</p> <p>(1) ~ (2)</p> <p>(3) Where the hard protective coating <u>in spaces</u> is found to be in a GOOD condition, the extent of Close-up Surveys and thickness measurements may be reduced by sufficiently confirming the actual average condition of the structure under the coating. <i>(2019)</i></p> <p>3. <omitted></p> <p>4. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all tanks and spaces</u>, excluding fuel oil, lube-oil and fresh water tanks, is to be carried out at each Special Survey. Note : For fuel oil, lube oil and fresh water tanks, reference is to be made to Table 1.2.3.</p> <p><omitted></p> <p>Section 15 Hull Surveys for Liquefied Gas Carriers</p> <p>1501. ~ 1503. <omitted></p> <p>1504. Special Survey</p> <p>1.~2. <omitted></p> <p>3. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all tanks and spaces</u>, excluding fuel oil, lube-oil and fresh water tanks, is to be carried out at each Special Survey. Note : For fuel oil, lube oil and fresh water tanks, reference is to be made to Table 1.2.3.</p> <p><hereafter, omitted></p>	<p>Section 14 Hull Surveys for General Dry Cargo Ships 1401. ~ 1403. <same as the current Rules></p> <p>1404. Special Survey</p> <p>1. <same as the current Rules></p> <p>2. Tank protection</p> <p>(1) ~ (2)</p> <p>(3) Where the hard protective coating <u>in tanks</u> is found to be in a GOOD condition, the extent of Close-up Surveys and thickness measurements may be reduced by sufficiently confirming the actual average condition of the structure under the coating. <i>(2020)</i></p> <p>3. <same as the current Rules></p> <p>4. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all spaces</u>, excluding fuel oil, lube-oil and fresh water tanks, is to be carried out at each Special Survey. <i>(2020)</i> Note : For fuel oil, lube oil and fresh water tanks, reference is to be made to Table 1.2.3.</p> <p><same as the current Rules></p> <p>Section 15 Hull Surveys for Liquefied Gas Carriers</p> <p>1501. ~ 1503. <same as the current Rules></p> <p>1504. Special Survey</p> <p>1.~2. <same as the current Rules></p> <p>3. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all spaces</u>, excluding fuel oil, lube-oil and fresh water tanks, is to be carried out at each Special Survey. <i>(2020)</i> Note : For fuel oil, lube oil and fresh water tanks, reference is to be made to Table 1.2.3.</p> <p><hereafter, same as the current Rules></p>	<p>- reflected IACS UR Z7.1(Rev.15 Jun 2019), 2.2.3.2</p> <p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-2018, '18.9.10.)</p> <p><u>Definition</u> A space is a separate compartment including holds and tanks.</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application <omitted> 102. Preparations for survey</p> <p>1. Survey programme <omitted></p> <p>2. Conditions for survey</p> <p>(1) <omitted> (2) <u>Cargo holds, tanks and spaces</u> are to be safe for access. <u>Cargo holds, tanks and spaces</u> are to be gas free and properly ventilated. Prior to entering a tank, void or enclosed space, it is to be verified that the atmosphere in that space is free from hazardous gas and contains sufficient oxygen.</p> <p style="text-align: center;">Section 2 Bulk Carriers</p> <p>201. ~ 203. <omitted> 204. Special Survey</p> <p>1. ~ 3. <omitted></p> <p>4. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all tanks and spaces</u> specified in 201. 1 (1) (a) and (b) is to be carried out at each Special Survey. Fuel oil tanks in cargo length area are to be surveyed as follows:</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 3 HULL SURVEYS OF SHIPS SUBJECT TO THE ENHANCED SURVEY PROGRAMME</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application <same as the current Rules> 102. Preparations for survey</p> <p>1. Survey programme <same as the current Rules></p> <p>2. Conditions for survey</p> <p>(1) <same as the current Rules> (2) <u>Spaces(including cargo holds and tanks)</u> are to be safe for access. <u>Spaces(including cargo holds and tanks)</u> are to be gas free and properly ventilated. Prior to entering a tank, void or enclosed space, it is to be verified that the atmosphere in that space is free from hazardous gas and contains sufficient oxygen. <u>(2020)</u></p> <p style="text-align: center;">Section 2 Bulk Carriers</p> <p>201. ~ 203. <same as the current Rules> 204. Special Survey</p> <p>1. ~ 3. <same as the current Rules></p> <p>4. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all spaces</u> specified in 201. 1 (1) (a) and (b) is to be carried out at each Special Survey. Fuel oil tanks in cargo length area are to be surveyed as follows: <u>(2020)</u></p> <p><hereafter, same as the current Rules></p>	<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-2018, '18.9.10.)</p> <p><u>Definition</u> A space is a separate compartment including holds and tanks.</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 3 Oil Tankers</p> <p>301. ~ 303. <omitted> 304. Special Survey</p> <p>1. General (1)~(3) <omitted> (4) Cargo piping on deck, including crude oil washing(COW) piping, cargo and ballast piping <u>within the tanks and spaces</u> specified in (3) above are to be examined and operationally tested to working pressure to attending Surveyor's satisfaction to ensure that tightness and condition remain satisfactory. ~</p> <p><omitted></p> <p>3. Extent of Overall and Close-up Survey (1) An Overall Survey of <u>all tanks and spaces</u> specified in 301. 1 (1) (a) and (b) is to be carried out at each Special Survey. <omitted></p> <p style="text-align: center;">Section 4 Chemical Tankers</p> <p>401.~ 403. <omitted> 404. Special Survey</p> <p>1. General (1)~(3) (4) Cargo piping on deck and cargo and ballast piping <u>within the tanks and spaces</u> specified in (3) above are to be examined and operationally tested to working pressure to attending Surveyor's satisfaction to ensure that tightness and condition remain satisfactory. ~</p> <p><omitted></p> <p>3. Extent of Overall and Close-up Survey (1) An Overall Survey of <u>all tanks and spaces</u> specified in 401. 1 (2) (a) and (b) is to be carried out at each Special Survey. <hereafter, omitted></p>	<p style="text-align: center;">Section 3 Oil Tankers</p> <p>301. ~ 303. <same as the current Rules> 304. Special Survey</p> <p>1. General (1)~(3) <same as the current Rules> (4) Cargo piping on deck, including crude oil washing(COW) piping, cargo and ballast piping <u>within the spaces</u> specified in (3) above are to be examined and operationally tested to working pressure to attending Surveyor's satisfaction to ensure that tightness and condition remain satisfactory. ~ <i>(2020)</i></p> <p><same as the current Rules></p> <p>3. Extent of Overall and Close-up Survey (1) An Overall Survey of <u>all spaces</u> specified in 301. 1 (1) (a) and (b) is to be carried out at each Special Survey. <i>(2020)</i> <same as the current Rules></p> <p style="text-align: center;">Section 4 Chemical Tankers</p> <p>401.~ 403. <same as the current Rules> 404. Special Survey</p> <p>1. General (1)~(3) (4) Cargo piping on deck and cargo and ballast piping <u>within the spaces</u> specified in (3) above are to be examined and operationally tested to working pressure to attending Surveyor's satisfaction to ensure that tightness and condition remain satisfactory. ~ <i>(2020)</i> <same as the current Rules></p> <p>3. Extent of Overall and Close-up Survey (1) An Overall Survey of <u>all spaces</u> specified in 401. 1 (2) (a) and (b) is to be carried out at each Special Survey. <i>(2020)</i> <hereafter, same as the current Rules></p>	<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-2018, '18.9.10.)</p> <p><u>Definition</u> A space is a separate compartment including holds and tanks.</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 5 Double Hull Oil Tankers</p> <p>501. ~ 503. <omitted> 504. Special Survey</p> <p>1. General</p> <p>(1) ~(3) <omitted> (4) Cargo piping on deck, including crude oil washing(COW) piping, cargo and ballast piping <u>within the tanks and spaces</u> specified in (3) above are to be examined and operationally tested to working pressure to attending Surveyor's satisfaction to ensure that tightness and condition remain satisfactory. ~</p> <p><omitted></p> <p>3. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all tanks and spaces</u> specified in 501. 1 (1) (a) and (b) is to be carried out at each Special Survey.</p> <p style="text-align: center;">Section 6 Double Skin Bulk Carriers</p> <p>601.~603. <omitted> 604. Special Survey</p> <p>1. ~ 3. <omitted></p> <p>4. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all tanks and spaces</u> specified in 601. 1 (1) (a) and (b) is to be carried out at each Special Survey. Fuel oil tanks in the cargo length area are to be surveyed as follows:</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 5 Double Hull Oil Tankers</p> <p>501. ~ 503. <same as the current Rules> 504. Special Survey</p> <p>1. General</p> <p>(1) ~(3) <same as the current Rules> (4) Cargo piping on deck, including crude oil washing(COW) piping, cargo and ballast piping <u>within the spaces</u> specified in (3) above are to be examined and operationally tested to working pressure to attending Surveyor's satisfaction to ensure that tightness and condition remain satisfactory. ~ (2020)</p> <p><same as the current Rules></p> <p>3. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all spaces</u> specified in 501. 1 (1) (a) and (b) is to be carried out at each Special Survey. (2020)</p> <p style="text-align: center;">Section 6 Double Skin Bulk Carriers</p> <p>601.~603. <same as the current Rules> 604. Special Survey</p> <p>1. ~ 3. <same as the current Rules></p> <p>4. Extent of Overall and Close-up Survey</p> <p>(1) An Overall Survey of <u>all spaces</u> specified in 601. 1 (1) (a) and (b) is to be carried out at each Special Survey. Fuel oil tanks in the cargo length area are to be surveyed as follows: (2020)</p> <p><hereafter, same as the current Rules></p>	<p>At the request of Yeosu-Gwangyang Branch Office (YSU6000-729-2018, '18.9.10.)</p> <p><u>Definition</u> A space is a separate compartment including holds and tanks.</p>

Rules for the Classification of Steel Ships

(Final)

Part 1 Classification and Surveys

2019. 12.



Machinery Rule Development Team

Effective Date : 1 January 2020

(The contract date for ship construction or the application date for a periodical or occasional machinery survey after the retrofit of harmonic filters)

● reflected IACS UR E24(Rev.1 Dec 2018)

- The requirements have been amended to clarify the application range of harmonic distortion for on-board distribution systems where harmonic filters are installed on main busbars.

Present	Amendment	Remark
<p>CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p>Section 1 <same as the present Rules></p> <p>Section 2 Annual Survey</p> <p>201. - 202. <same as the present Rules></p> <p>203. Machinery, electrical installations and additional installations</p> <p>1. - 26. <same as the present Rules></p> <p>27. Where the electrical distribution system on board a ship includes harmonic filters, confirming the measurement records for harmonic distortion levels experienced on the main busbar. However, harmonic filters installed for single application frequency drives such as pump motors may be excluded from this requirement. <i>(2017)</i> [See Guidance]</p> <p>28. <same as the present Rules></p> <p>204. <same as the present Rules></p> <p>Section 3 - 18 <same as the present Rules></p>	<p>CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p>Section 1 <same as the present Rules></p> <p>Section 2 Annual Survey</p> <p>201. - 202. <same as the present Rules></p> <p>203. Machinery, electrical installations and additional installations</p> <p>1. - 26. <same as the present Rules></p> <p>27. Where harmonic filters are installed on main busbars of electrical distribution system, other than those installed for single application frequency drives such as pump motors, confirming the measurement records for harmonic distortion levels experienced on the main busbar. <i>(2020)</i> [See Guidance]</p> <p>28. <same as the present Rules></p> <p>204. <same as the present Rules></p> <p>Section 3 - 18 <same as the present Rules></p>	<p>(Amended)</p> <p>- Reflecting UR E24(Rev.1), requirements have been amended to clarify the application range of harmonic distortion for on-board distribution systems where harmonic filters are installed on main busbars.</p>

Amendments of Guidance

(For external opinion inquiry)

Pt. 1 Classification and Surveys



2020. 2.

Hull Rule Development Team

Present	Amendment	Reason												
<p style="text-align: center;">Annex 1-1 Character of Classification</p> <p>1. Class Notation</p> <p>1.1 Ship Type and Special Feature Notations</p> <p><omitted></p> <p>(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items.</p> <table border="1" data-bbox="138 639 1339 1190"> <thead> <tr> <th colspan="2" data-bbox="138 639 416 722">Additional Special Feature Notations</th> <th data-bbox="416 639 1339 722">Relevant Requirements</th> </tr> </thead> <tbody> <tr> <td data-bbox="138 722 280 1094">SeaTrust (DAS1, DAS2, FSA1, FSA2, FSA3, HCM, SPR1, SPR2) <i>(2019)</i></td> <td data-bbox="280 722 416 1007">DAS1, DAS2, FSA1, FSA2, FSA3, HCM,</td> <td data-bbox="416 722 1339 1007">to ship which are constructed through applying a direct structure, fatigue assessment and hull construction monitoring requirements specified in Pt 3, Annex 3-2 to 3-4 of the Guidance. However, SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3) shall not be assigned for the ships with (CSR) notation. But, for the ship built in accordance with Common Structure Rules for Bulk Carriers and Oil Tankers(Pt 13), Hull Construction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory. For container ships in accordance with Pt 14, ships complying with Pt 14, Ch 7 and Ch 9 are assigned the notation <u>SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3)</u>.</td> </tr> <tr> <td data-bbox="138 1007 280 1094"></td> <td data-bbox="280 1007 416 1094">SPR1, SPR2</td> <td data-bbox="416 1007 1339 1094">to ships comply with the fatigue strength requirements specified in Guidelines for Fatigue Strength Assessment Including Springing.</td> </tr> <tr> <td data-bbox="138 1094 416 1190" style="text-align: center;"><omitted></td> <td data-bbox="416 1094 1339 1190" style="text-align: center;"><omitted></td> <td data-bbox="416 1094 1339 1190" style="text-align: center;"><omitted></td> </tr> </tbody> </table> <p>1.2 Additional Installations Notations <omitted></p> <p>2. Written Examples of Class Notations <omitted> ↓</p>	Additional Special Feature Notations		Relevant Requirements	SeaTrust (DAS1, DAS2, FSA1, FSA2, FSA3, HCM, SPR1, SPR2) <i>(2019)</i>	DAS1, DAS2, FSA1, FSA2, FSA3, HCM,	to ship which are constructed through applying a direct structure, fatigue assessment and hull construction monitoring requirements specified in Pt 3, Annex 3-2 to 3-4 of the Guidance. However, SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3) shall not be assigned for the ships with (CSR) notation. But, for the ship built in accordance with Common Structure Rules for Bulk Carriers and Oil Tankers(Pt 13) , Hull Construction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory. For container ships in accordance with Pt 14 , ships complying with Pt 14, Ch 7 and Ch 9 are assigned the notation <u>SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3)</u> .		SPR1, SPR2	to ships comply with the fatigue strength requirements specified in Guidelines for Fatigue Strength Assessment Including Springing .	<omitted>	<omitted>	<omitted>		
Additional Special Feature Notations		Relevant Requirements												
SeaTrust (DAS1, DAS2, FSA1, FSA2, FSA3, HCM, SPR1, SPR2) <i>(2019)</i>	DAS1, DAS2, FSA1, FSA2, FSA3, HCM,	to ship which are constructed through applying a direct structure, fatigue assessment and hull construction monitoring requirements specified in Pt 3, Annex 3-2 to 3-4 of the Guidance. However, SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3) shall not be assigned for the ships with (CSR) notation. But, for the ship built in accordance with Common Structure Rules for Bulk Carriers and Oil Tankers(Pt 13) , Hull Construction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory. For container ships in accordance with Pt 14 , ships complying with Pt 14, Ch 7 and Ch 9 are assigned the notation <u>SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3)</u> .												
	SPR1, SPR2	to ships comply with the fatigue strength requirements specified in Guidelines for Fatigue Strength Assessment Including Springing .												
<omitted>	<omitted>	<omitted>												

Present	Amendment	Reason
	<p data-bbox="907 245 1491 280" style="text-align: center;">Annex 1-1 Character of Classification</p> <p data-bbox="593 336 797 363">1. Class Notation</p> <p data-bbox="593 389 1120 416">1.1 Ship Type and Special Feature Notations</p>	

Present	Amendment	Reason										
	<p data-bbox="600 263 929 295"><same as the current Rules></p> <p data-bbox="611 327 1803 446">(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items.</p> <table border="1" data-bbox="611 454 1803 1316"> <thead> <tr> <th data-bbox="611 454 891 534">Additional Special Feature Notations</th> <th data-bbox="891 454 1803 534">Relevant Requirements</th> </tr> </thead> <tbody> <tr> <td data-bbox="611 534 750 1220">SeaTrust (DAS1, DAS2, FSA1, FSA2, FSA3, SPR1, SPR2, HCM)</td> <td data-bbox="750 534 1803 1220"> <p data-bbox="891 542 1803 726">to ships comply with the Guidance for the direct strength assessment and fatigue strength assessment in accordance with Pt 3, Annex 3-2 and 3-3. However, the (CSR) notation includes SeaTrust(DSA1, FSA2[NA]) notations, not additionally assigned. For container ships in accordance with Pt 14, ships complying with Pt 14, Ch 7 and Ch 9 are assigned the notation <u>SeaTrust(DSA1, FSA2)</u>.</p> <p data-bbox="891 726 1803 782">The notations of FSA1 to FSA3 are assigned including the following notation about evaluated sea area:</p> <p data-bbox="996 790 1288 813">[NA] : North Atlantic.</p> <p data-bbox="996 821 1254 845">[WW] : Worldwide.</p> <p data-bbox="891 853 1433 877">(e.g. SeaTrust(FSA1[NA]), SeaTrust(FSA1[WW])).</p> <p data-bbox="891 885 1803 941">The notation of [XX years] can be assigned to FSA1 to FSA3 additionally when exceeding the following design fatigue life:</p> <p data-bbox="996 949 1545 973">to ships comply with Pt 13 and Pt 14 : 25 years,</p> <p data-bbox="996 981 1545 1005">to other ships : 20 years,</p> <p data-bbox="891 1013 1299 1037">(e.g. SeaTrust(FSA1[WW, 30 years])).</p> </td> </tr> <tr> <td data-bbox="611 1029 750 1093">SPR1, SPR2</td> <td data-bbox="750 1029 1803 1093">to ships comply with the fatigue strength requirements specified in Guidelines for Fatigue Strength Assessment Including Springing.</td> </tr> <tr> <td data-bbox="611 1101 750 1220">HCM</td> <td data-bbox="750 1101 1803 1220">to ships comply with the Guidance for the hull construction monitoring procedure, Pt 3, Annex 3-4. However, for the ship built in accordance with Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13), Hull Construction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory.</td> </tr> <tr> <td data-bbox="611 1228 891 1316"><same as the current Rules></td> <td data-bbox="891 1228 1803 1316"><same as the current Rules></td> </tr> </tbody> </table> <p data-bbox="600 1332 1355 1364">1.2 Additional Installations Notations <same as the current Rules></p> <p data-bbox="600 1380 1433 1412">2. Written Examples of Class Notations <same as the current Rules> ↓</p>	Additional Special Feature Notations	Relevant Requirements	SeaTrust (DAS1, DAS2, FSA1, FSA2, FSA3, SPR1, SPR2, HCM)	<p data-bbox="891 542 1803 726">to ships comply with the Guidance for the direct strength assessment and fatigue strength assessment in accordance with Pt 3, Annex 3-2 and 3-3. However, the (CSR) notation includes SeaTrust(DSA1, FSA2[NA]) notations, not additionally assigned. For container ships in accordance with Pt 14, ships complying with Pt 14, Ch 7 and Ch 9 are assigned the notation <u>SeaTrust(DSA1, FSA2)</u>.</p> <p data-bbox="891 726 1803 782">The notations of FSA1 to FSA3 are assigned including the following notation about evaluated sea area:</p> <p data-bbox="996 790 1288 813">[NA] : North Atlantic.</p> <p data-bbox="996 821 1254 845">[WW] : Worldwide.</p> <p data-bbox="891 853 1433 877">(e.g. SeaTrust(FSA1[NA]), SeaTrust(FSA1[WW])).</p> <p data-bbox="891 885 1803 941">The notation of [XX years] can be assigned to FSA1 to FSA3 additionally when exceeding the following design fatigue life:</p> <p data-bbox="996 949 1545 973">to ships comply with Pt 13 and Pt 14 : 25 years,</p> <p data-bbox="996 981 1545 1005">to other ships : 20 years,</p> <p data-bbox="891 1013 1299 1037">(e.g. SeaTrust(FSA1[WW, 30 years])).</p>	SPR1, SPR2	to ships comply with the fatigue strength requirements specified in Guidelines for Fatigue Strength Assessment Including Springing .	HCM	to ships comply with the Guidance for the hull construction monitoring procedure, Pt 3, Annex 3-4 . However, for the ship built in accordance with Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13) , Hull Construction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory.	<same as the current Rules>	<same as the current Rules>	
Additional Special Feature Notations	Relevant Requirements											
SeaTrust (DAS1, DAS2, FSA1, FSA2, FSA3, SPR1, SPR2, HCM)	<p data-bbox="891 542 1803 726">to ships comply with the Guidance for the direct strength assessment and fatigue strength assessment in accordance with Pt 3, Annex 3-2 and 3-3. However, the (CSR) notation includes SeaTrust(DSA1, FSA2[NA]) notations, not additionally assigned. For container ships in accordance with Pt 14, ships complying with Pt 14, Ch 7 and Ch 9 are assigned the notation <u>SeaTrust(DSA1, FSA2)</u>.</p> <p data-bbox="891 726 1803 782">The notations of FSA1 to FSA3 are assigned including the following notation about evaluated sea area:</p> <p data-bbox="996 790 1288 813">[NA] : North Atlantic.</p> <p data-bbox="996 821 1254 845">[WW] : Worldwide.</p> <p data-bbox="891 853 1433 877">(e.g. SeaTrust(FSA1[NA]), SeaTrust(FSA1[WW])).</p> <p data-bbox="891 885 1803 941">The notation of [XX years] can be assigned to FSA1 to FSA3 additionally when exceeding the following design fatigue life:</p> <p data-bbox="996 949 1545 973">to ships comply with Pt 13 and Pt 14 : 25 years,</p> <p data-bbox="996 981 1545 1005">to other ships : 20 years,</p> <p data-bbox="891 1013 1299 1037">(e.g. SeaTrust(FSA1[WW, 30 years])).</p>											
SPR1, SPR2	to ships comply with the fatigue strength requirements specified in Guidelines for Fatigue Strength Assessment Including Springing .											
HCM	to ships comply with the Guidance for the hull construction monitoring procedure, Pt 3, Annex 3-4 . However, for the ship built in accordance with Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13) , Hull Construction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory.											
<same as the current Rules>	<same as the current Rules>											

Amended Guidances for the Classification of Steel Ships

(Part 1 Classification and Surveys)



(1) Effective date : 1 May 2019

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p align="center">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p align="center">Section 1 General</p> <p>101., 104., 106., 107., 108., & 109. <omitted></p> <p>110. Procedures for thickness measurements (2018) [See Rule]</p> <p>1. Methods of thickness measurement are to comply with the requirements specified in Annex 1-5 of the Guidance.</p> <p><newly added></p> <p>113. Preparations for survey</p> <p>1. In application to 113. 1 (6) and (7) of the Rules, the Surveyor is to consider following items and so on when require to remove casings, ceilings or linings, and loose insulation. [See Rule]</p> <p>(1) where abnormality such as record or indication of abnormal deterioration, etc. is suspect</p> <p>(2) where substantial corrosion, significant deformation, fracture, damage or other defect is evident or suspect</p> <p>(3) where wastage is evident or suspect</p> <p>(4) where considered to be prone to rapid wastage</p> <p><hereafter, omitted></p>	<p align="center">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p align="center">Section 1 General</p> <p>101., 104., 106., 107., 108., & 109. <same as current Guidances></p> <p>110. Procedures for thickness measurements (2018) [See Rule]</p> <p>1. Methods of thickness measurement are to comply with the requirements specified in Annex 1-5 of the Guidance.</p> <p>113. Maintaining of dual classed vessel [See Rule] (2019)</p> <p>1. Even though a dual classed vessel that does not have a written agreement with other Society is treated as double classed vessel.</p> <p>114. Preparations for survey (2019)</p> <p><hereafter, same as current Guidances></p>	<p>- Updated. (referred to "the information for surveyor" included in the survey status)</p> <p>- Re-adjusted number</p>

- Main Amendments -

(1) Effective date : 1 July 2019 (Date of which application for survey is submitted)

● Reflect the B.2.1.1 of IACS PR1A(Procedure for Transfer of Class)(Rev. 6 Jan 2019)

(1) Effective date : 1 July 2019

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION Section 1 ~ 3 <omitted></p> <p>401. ~ 402. <omitted></p> <p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2017) [See Rule] <omitted></p> <p>4. Classification Survey <omitted></p> <p><u>(a) Hull Classification Survey</u></p> <p>(i) For vessels of age less than 5 years the survey is to take the form of an Annual Survey.</p> <p>(ii) For vessels between 5 and 10 years of age, the survey is to include the scope of an Annual Survey and inspection of a representative number of ballast spaces.</p> <p>(iii) For vessels of 10 years of age and above but less than 20 years of age, the survey is to include the scope of an Annual Survey and inspection of a representative number of ballast spaces and cargo spaces. <u>For gas carriers, in lieu of internal inspection of cargo spaces, the following applies:</u></p> <ul style="list-style-type: none"> - <u>Inspection of representative spaces surrounding cargo tanks, including external inspection of the tank and its supporting systems as far as possible;</u> - Review of cargo log books and operational record to verify the correct functioning of the cargo containment system. <p><u><newly added></u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION Section 1 ~ 3 <Same as current Guidances></p> <p>401. ~ 402. <Same as current Guidances></p> <p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2017) [See Rule] <Same as current Guidances></p> <p>4. Classification Survey <Same as current Guidances></p> <p><u>(a) Hull Classification Survey</u></p> <p>(i) ~ (ii) <Same as current Guidances></p> <p>(iii) For vessels of 10 years of age and above but less than 20 years of age, the survey is to include the scope of an Annual Survey and inspection of a representative number of ballast spaces and cargo spaces, <u>except for: (2019)</u></p> <p><u>① For gas carriers, in lieu of internal inspection of cargo spaces, the following applies:</u></p> <ul style="list-style-type: none"> - Inspection of <u>surrounding ballast tank(s) and void spaces</u>, including external inspection of <u>independent cargo tank(s) and associated</u> supporting systems as far as possible; - Review of cargo log books and operational record to verify the correct functioning of the cargo containment system. <p><u>② For chemical tankers of 10 years of age and above but less than 15 years of age, in lieu of an internal inspection of cargo tanks without internal stiffening and framing, inspections of surrounding ballast tank(s) and void spaces and deck structure, are to be applied.</u> <hereafter, same as current Guidances></p>	<p>- Reflect IACS PR1A(Rev.6 Jan 2019), B.2.1.1 * PR1A (Procedure for Transfer of Class)</p> <p>- To introduce alternative survey requirements for Chemical Tanker to the internal inspection to cargo tanks without internal stiffening and framing, by the inspections of surrounding ballast tank(s), void spaces and deck structure.</p>

- Main Amendments -

- (1) Effective date : 1 Oct. 2019 (Date of which application for survey in submitted)
 - At the request of Maritime Industry and Technology Division, Ministry of Oceans and Fisheries
 - Regarding to a prompt and thorough repair, reflected specific drawings/photos of the areas to be considered.

- (2) Effective date : 1 Jan. 2020 (Date of which application for survey in submitted)
 - reflected IACS UR Z1(Rev.7 May 2019)
 - reflected the requests by the internal customers
 - amended unreasonable contents disclosed while implementing the Rules etc.

- (3) Effective date : 1 Jan. 2020 (Date of which application for survey in submitted)
 - reflected IACS PR1A(Rev.7 May 2019), PR1B(Rev. 4 May 2019)

- (4) Effective date : 1 July 2020 (Date of which application for survey in submitted)
 - reflected IACS PR1D(Rev.2 Apr 2019)
 - amended unreasonable contents disclosed while implementing the Guidances

(1) Effective date : 1 Oct. 2019

(Date of which the application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101., 104., 106. <omitted> 107. Repairs</p> <p>1. In application to 107. 2 of the Rules, "affects or, in the opinion of the Surveyor, will affect the vessel's structural, watertight or weathertight integrity" means the case where the Surveyor considered that the vessel's intended voyages or services are not able to be achieved safely because of the damages in vessel's structure, including buckling, grooving, detachment or fracture, or the lose of vessel's watertight or weathertight integrity. 【See Rule】</p> <p><newly added></p> <p>2. ~ 3. <omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101., 104., 106. <same as the current Guidances> 107. Repairs</p> <p>1. In application to 107. 2 of the Rules, "affects or, in the opinion of the Surveyor, will affect the vessel's structural, watertight or weathertight integrity" means the case where the Surveyor considered that the vessel's intended voyages or services are not able to be achieved safely because of the damages in vessel's structure, including buckling, grooving, detachment or fracture, or the lose of vessel's watertight or weathertight integrity. 【See Rule】</p> <p>2. In application to 107. 2 of the Rules, "fast and complete repairs are to be carried out. In this case, see Annex 1-18 for more specific areas. (2019) 【See Rule】</p> <p>3. ~ 4. <same as the current Guidances></p>	<p>- At the request of Maritime Industry and Technology Division, Ministry of Oceans and Fisheries : Regarding to a prompt and thorough repair, reflected specific drawings/photos of the areas to be considered.</p> <p>- adjusting No.</p>

(2) Effective date : 1 Jan. 2020

(Contracted for Cosnstruction on or after 1 Jan. 2020)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 ~ 3 <omitted></p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <omitted></p> <p>403. Requirements of survey</p> <p>1.~ 8. <omitted></p> <p>9. <u>In application to 403. 1 of the Rules, for ships which are to be comply with Annex 7-8, 3 of the Guidance as a safety measure for container ships incorporating extremely thick steel plates, NDT is to be carried out in accordance with Annex 7-8, 3 and Table 1 of the Guidance at No. 2 Special Survey and every even Special Survey after that(e.g. No.4, No. 6 Special Survey, etc.). [See Rule]</u></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 ~ 3 <omitted></p> <p style="text-align: center;">Section 4 Special Survey (Hull, Equipment and Fire-extinguishing Appliances)</p> <p>401. ~ 402. <omitted></p> <p>403. Requirements of survey</p> <p>1.~ 8. <omitted></p> <p>9. <u>In application to 403. 1 of the Rules, for ships which are to be comply with Annex 7-8, 3 of the Guidance as a safety measure for container ships incorporating extremely thick steel plates, NDT is to be carried out in accordance with Annex 7-8, 3 and Table 1 of the Guidance at No. 2 Special Survey and every even Special Survey after that(e.g. No.4, No. 6 Special Survey, etc.). <u>However, for ships contracted for construction on or after 1 January 2020, above requirement is not applied. (2020)</u> [See Rule]</u></p> <p><hereafter, same as current Guidances></p>	<p>- reflected the amendment of related Pt 7.</p> <p style="text-align: right; color: red;">(Contracted for construction on or after 1 Jan 2020)</p>

(2) Effective date : 1 Jan. 2020

(Date of which the application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION Section 1 General</p> <p>Tests and Inspections specified in the Rules of the Society are to be carried out under attendance of the Surveyor, unless expressly specified otherwise.</p> <p>104. Equivalence 【See Rule】 In application to 104. of the Rules, the term "deemed to be equivalent to the Rules to the satisfaction to the Society" includes the following cases. (1) Where complying with a standard deemed appropriate by the Society(ISO, KS, ASME, JIS, etc.). (2) Where approved in accordance with Guidance for Approval of Risk-based Ship Design. (3) Where having proven service experience deemed appropriate by the Society. For the purposes of this paragraph, proven in-service experience means having a service record of maintaining the performance without any damage for sufficient period. 〈newly added〉</p> <p>105. Novel features 【See Rule】 <u>In application to 105. of the Rules, Guidance for Approval of Risk-based Ship Design may apply to validity verification of experiments, calculations or other supporting information provided to the Society.</u> Section 2 ~ 4 〈omitted〉 Section 5 Certificates and Reports</p> <p>502. Interim Certificate of classification 【See Rule】 In application to 502. 2 of the Rules, the term "where a single direct voyage is allowed" means the cases as specified in 901. 5 or 7 of the Rules, etc. 〈newly added〉</p> <p>〈hereafter, omitted〉</p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION Section 1 General</p> <p>Tests and Inspections specified in the Rules of the Society are to be carried out under attendance of the Surveyor, unless expressly specified otherwise.</p> <p>104. Equivalence 【See Rule】 In application to 104. of the Rules, the term "deemed to be equivalent to the Rules to the satisfaction to the Society" includes the following cases. (1) Where complying with a standard deemed appropriate by the Society(ISO, KS, ASME, JIS, etc.). (2) Where approved in accordance with Guidance for Approval of Risk-based Ship Design. (3) Where having proven service experience deemed appropriate by the Society. For the purposes of this paragraph, proven in-service experience means having a service record of maintaining the performance without any damage for sufficient period. (4) Where there are records of vessel approved by any Society which is subject to verification of compliance with QSCS(Quality System Certification Scheme) of IACS. (2020)</p> <p style="text-align: center;">Section 2 ~ 4 〈omitted〉 Section 5 Certificates and Reports</p> <p>502. Interim Certificate of classification 【See Rule】 1. In application to 502. 2 of the Rules, the term "where a single direct voyage is allowed" means the cases as specified in 901. 5 or 7 of the Rules, etc. (2020) 2. In addition to the 502. of the Rules, where deemed necessary by the Society, Interim Certificate of Classification will be issued. And the additional cases of issuing the Interim Certificate of Classification are to be in accordance with the separate requirement specified by the Society. (2020)</p> <p>〈hereafter, same as the current Guidances〉</p>	<p>- Based on the meeting minutes) (May 29, 2019) : In the case of Design Repeat, it may consider as equivalence.</p> <p>- deleted on the Rules</p> <p>At the request of the Survey Team (SUR3000 -2377-2019, 2019. 11. 29) - For converted VLCC, the necessity of issuing a Interim Certificate of Classification has been identified in case of departing after temporary repair or departure without completing additional compartment survey.</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101., 104., 106., 107., 108. 109., & 110. <omitted></p> <p>113. Preparations for survey</p> <p>1. <omitted></p> <p>2. In application to 113. 1 (7) of the Rules, "<u>insulations in way</u>" means the extent of insulations to determine the extent of the poor coating condition behind the insulation. (2018) [see rule]</p> <p><hereafter, omitted></p> <p>For reference(Koran language)</p> <p>2. 규칙 111.의 1항 (7)호에서 "<u>검사원이 필요하다고 인정하는 범위</u>"라 함은 방열재 뒤 불량한 상태인 도장의 범위를 결정하기 위하여 필요한 방열재의 범위를 말한다. (2018)</p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 General</p> <p>101., 104., 106., 107., 108., 109., & 110. <same as the current Guidances></p> <p>113. Preparations for survey</p> <p>1. <Same as the current Guidances></p> <p>2. In application to 113. 1 (7) of the Rules, "<u>to be extended as deemed necessary by the Surveyor</u>" means the extent of insulations to determine the extent of the poor coating condition behind the insulation. (2020) [see rule]</p> <p><hereafter, same as the current Guidances></p>	<p>- At the request of Survey Technology & Customer Service Team (19.1.2)</p> <p>- error translated from Korean to English. (English only)</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <omitted></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. ~ 2. <omitted></p> <p>3. In application to 202. 2 of the Rules, the following items are to be surveyed. 【See Rule】 (2017)</p> <p>(1) ~ (12)</p> <p>(13) Examining, where applicable, the alternative design and arrangements for fire safety appliances and arrangements, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation. (2017)</p> <p>(14) Examining, when appropriate, the special arrangements for carrying dangerous goods, including checking the electrical equipment and wiring, the ventilation, the provision of protective clothing and portable appliances and the testing of the water supply, bilge pumping and any water spray system. (2017)</p> <p><Newly added></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 2 Annual Survey</p> <p>201. Due range <same as the current Guidances></p> <p>202. Hull, equipment and fire-extinguishing appliances</p> <p>1. ~ 2. <same as the current Guidances></p> <p>3. In application to 202. 2 of the Rules, the following items are to be surveyed. 【See Rule】 (2017)</p> <p>(1) ~ (12)</p> <p>(13) Examining, where applicable, the alternative design and arrangements for fire safety appliances and arrangements, in accordance with the test, inspection and maintenance requirements, if any, specified in the approved documentation. (2017)</p> <p>(14) Examining, when appropriate, the special arrangements for carrying dangerous goods, including checking the electrical equipment and wiring, the ventilation, the provision of protective clothing and portable appliances and the testing of the water supply, bilge pumping and any water spray system. (2017)</p> <p>(15) For ships designed to carry containers on or above the weather deck, as applicable, examining the water mist lance, and as appropriate, the mobile water monitors and all necessary hoses, fittings and required fixing hardware. (2020)</p> <p>(16) Examining and testing the portable gas detectors suitable for the detection of the gas fuel, for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo. (2020)</p> <p><hereafter, same as the current Guidances></p>	<p>- reflected IACS UR Z1 (Rev.7 May 2019)/ IMO Res. A.1120 (30) Annex 1 (EA) 1.2.2.2 and 1.2.2.15</p>

Present	Amendments	Reason																		
<p style="text-align: center;">Annex 1-1 Character of Classification</p> <p>1. Class Notation 1.1 Ship Type and Special Feature Notations</p> <table border="1" data-bbox="98 467 981 845"> <thead> <tr> <th>Ship Types</th> <th>Special Feature Notations</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td colspan="3" style="text-align: center;"><omitted></td> </tr> <tr> <td>4. Oil/Chemical Tanker (Double Hull)⁽²⁻²⁾ <u><Newly added></u> 'ESP'⁽²⁻¹⁾⁽⁷⁻¹⁾ (FAC)⁽¹⁾ (FAO)⁽¹⁾ (FBC)⁽¹⁾ (CSR)⁽²⁻⁴⁾</td> <td>Special Feature Notations given in row 1 and row 3⁽⁹⁾</td> <td>⁽⁹⁾ : See examples given in 2.2.</td> </tr> </tbody> </table> <p><hereafter, omitted></p>	Ship Types	Special Feature Notations	Remarks	<omitted>			4. Oil/Chemical Tanker (Double Hull) ⁽²⁻²⁾ <u><Newly added></u> 'ESP' ⁽²⁻¹⁾⁽⁷⁻¹⁾ (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾ (CSR) ⁽²⁻⁴⁾	Special Feature Notations given in row 1 and row 3 ⁽⁹⁾	⁽⁹⁾ : See examples given in 2.2.	<p style="text-align: center;">Annex 1-1 Character of Classification</p> <p>1. Class Notation 1.1 Ship Type and Special Feature Notations</p> <table border="1" data-bbox="1012 467 1888 845"> <thead> <tr> <th>Ship Types</th> <th>Special Feature Notations</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td colspan="3" style="text-align: center;"><same as the current Guidances></td> </tr> <tr> <td>4. Oil/Chemical Tanker (Double Hull)⁽²⁻²⁾ <u>(Double Hull)(EXP)⁽²⁻³⁾</u> 'ESP'⁽²⁻¹⁾⁽⁷⁻¹⁾ (FAC)⁽¹⁾ (FAO)⁽¹⁾ (FBC)⁽¹⁾ (CSR)⁽²⁻⁴⁾</td> <td>Special Feature Notations given in row 1 and row 3⁽⁹⁾</td> <td>⁽⁹⁾ : See examples given in 2.2.</td> </tr> </tbody> </table> <p><hereafter, same as the current Guidances></p>	Ship Types	Special Feature Notations	Remarks	<same as the current Guidances>			4. Oil/Chemical Tanker (Double Hull) ⁽²⁻²⁾ <u>(Double Hull)(EXP)⁽²⁻³⁾</u> 'ESP' ⁽²⁻¹⁾⁽⁷⁻¹⁾ (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾ (CSR) ⁽²⁻⁴⁾	Special Feature Notations given in row 1 and row 3 ⁽⁹⁾	⁽⁹⁾ : See examples given in 2.2.	<p>- Comments by Class Register and Record Team</p> <p>It has been applied to Oil Tanker, therefore it is to add Oil/Chemical Tanker</p>
Ship Types	Special Feature Notations	Remarks																		
<omitted>																				
4. Oil/Chemical Tanker (Double Hull) ⁽²⁻²⁾ <u><Newly added></u> 'ESP' ⁽²⁻¹⁾⁽⁷⁻¹⁾ (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾ (CSR) ⁽²⁻⁴⁾	Special Feature Notations given in row 1 and row 3 ⁽⁹⁾	⁽⁹⁾ : See examples given in 2.2.																		
Ship Types	Special Feature Notations	Remarks																		
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4. Oil/Chemical Tanker (Double Hull) ⁽²⁻²⁾ <u>(Double Hull)(EXP)⁽²⁻³⁾</u> 'ESP' ⁽²⁻¹⁾⁽⁷⁻¹⁾ (FAC) ⁽¹⁾ (FAO) ⁽¹⁾ (FBC) ⁽¹⁾ (CSR) ⁽²⁻⁴⁾	Special Feature Notations given in row 1 and row 3 ⁽⁹⁾	⁽⁹⁾ : See examples given in 2.2.																		

Present

Reason

Ship Types	Special Feature Notations	Remarks
15-1. Tug Boat	A* (Purpose)	<p>A* : In relation to Special Feature Notation, A(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel. (2019)</p> <p>- : Additional notation is not required for tug boats or pushers built only for the purpose of tug or pusher work.</p> <p>(24) : As shown in the following: 1) <u>GA</u> : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships complied with the requirements for explosion-protected electrical equipment in dangerous zone. 2) <u>GC</u> : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships not applied to the requirements for explosion-protected electrical equipment in dangerous zone.</p>
	B (Requirements for explosion-protected electrical equipment in dangerous zone)	
	- Salvage Supply Anchor Oil Recovery(GA, GB or GC) ⁽²⁵⁾	<u>(GA or GC)⁽²⁴⁾</u>
<omitted>		Type A : permanent connection type Type B : removable connection type
16. Work Vessel	- Launch ~ Supply Oil Recovery(GA, GB or GC) ⁽²⁵⁾ ~ Tender Dredging (2019)	<p>- : Additional notation is not required for work vessels built only for the purpose of work.</p> <p>(25) : As shown in the following: 1) <u>GA</u> : This notation shall be assigned to ships equipped for recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment in dangerous zone. 2) <u>GB</u> : This notation shall be assigned to ships equipped for the recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment at work and storage spaces. 3) <u>GC</u> : This notation shall be assigned to ships equipped for the recovery and storage of spilled oil, and not applied to the requirements for explosion-protected electrical equipment</p>
17. Special Purpose Ship	- (2019) Soil ~ Fire-Fighting(GA or GC) ⁽²⁴⁾ Buoy Laying ~	

- Self identified
: Confused with Oil Recovery (GA, GB or GC)

AP : Applied to the requirements for explosion-Protected electrical equipment in dangerous

NP : Not applied to the requirements for explosion-Protected electrical equipment in dangerous

<hereafter, omitted>

Amendments

Reason

Ship Types	Special Feature Notations	Remarks
15-1. Tug Boat (2020)	A* (Purpose)	<p>A* : In relation to Special Feature Notation, A(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel. <i>(2019)</i></p> <p>- : Additional notation is not required for tug boats or pushers built only for the purpose of tug or pusher work.</p> <p>⁽²⁴⁾ : As shown in the following:</p> <p>1) <u>AP GA</u> : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships complied with the requirements for explosion-protected electrical equipment in dangerous zone.</p> <p>2) <u>NP GC</u> : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships not applied to the requirements for explosion-protected electrical equipment in dangerous zone.</p>
	B (Requirements for explosion-protected electrical equipment in dangerous zone)	
	- Salvage Supply Anchor Oil Recovery(GA, GB or GC) ⁽²⁵⁾	<u>(AP or NP GA or GC)⁽²⁴⁾</u>
<omitted>		Type A : permanent connection type Type B : removable connection type
16. Work Vessel	- Launch ~ Supply Oil Recovery(GA, GB or GC) ⁽²⁵⁾ ~ Tender Dredging (2019)	<p>- : Additional notation is not required for work vessels built only for the purpose of work.</p> <p>⁽²⁵⁾ : As shown in the following:</p> <p>1) GA : This notation shall be assigned to ships equipped for recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment in dangerous zone.</p> <p>2) GB : This notation shall be assigned to ships equipped for the recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment at work and storage spaces.</p> <p>3) GC : This notation shall be assigned to ships equipped for the recovery and storage of spilled oil, and not applied to the requirements for explosion-protected electrical equipment</p>
17. Special Purpose Ship	- (2019) Soil ~ Fire-Fighting(<u>AP or NP GA or GC</u>) ⁽²⁴⁾ Buoy Laying ~	

- Self identified
: Confused with Oil Recovery (**GA, GB or GC**)

AP : Applied to the requirements for explosion-Protected electrical equipment in dangerous

NP : Not applied to the requirements for explosion-Protected electrical equipment in dangerous

<hereafter, same as the current Guidances>

Present	Amendments	Reason																
<p>(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items.</p> <table border="1" data-bbox="163 284 976 839"> <thead> <tr> <th data-bbox="199 512 472 592">Additional Special Feature Notations</th> <th data-bbox="472 512 943 592">Relevant Requirements</th> </tr> </thead> <tbody> <tr> <td data-bbox="199 592 472 632"></td> <td data-bbox="472 592 943 632"> <p style="text-align: center;">⟨omitted⟩</p> </td> </tr> <tr> <td data-bbox="199 632 472 730" style="text-align: center;">WS</td> <td data-bbox="472 632 943 730"> <p>to ships where cargo holds are protected with sparrings in accordance with the requirements specified in Pt 4, Ch 6, 201. of the Rules.</p> </td> </tr> <tr> <td data-bbox="199 730 472 786"></td> <td data-bbox="472 730 943 786"> <p style="text-align: center;">⟨omitted⟩</p> </td> </tr> </tbody> </table> <p>⟨hereafter, omitted⟩</p>	Additional Special Feature Notations	Relevant Requirements		<p style="text-align: center;">⟨omitted⟩</p>	WS	<p>to ships where cargo holds are protected with sparrings in accordance with the requirements specified in Pt 4, Ch 6, 201. of the Rules.</p>		<p style="text-align: center;">⟨omitted⟩</p>	<p>(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items.</p> <table border="1" data-bbox="1077 284 1890 810"> <thead> <tr> <th data-bbox="1113 512 1386 592">Additional Special Feature Notations</th> <th data-bbox="1386 512 1856 592">Relevant Requirements</th> </tr> </thead> <tbody> <tr> <td data-bbox="1113 592 1386 632"></td> <td data-bbox="1386 592 1856 632"> <p style="text-align: center;">⟨same as the current Guidances⟩</p> </td> </tr> <tr> <td data-bbox="1113 632 1386 703" style="text-align: center;">-</td> <td data-bbox="1386 632 1856 703" style="text-align: center;">-</td> </tr> <tr> <td data-bbox="1113 703 1386 759"></td> <td data-bbox="1386 703 1856 759"> <p style="text-align: center;">⟨same as the current Guidances⟩</p> </td> </tr> </tbody> </table> <p>⟨hereafter, same as the current Guidances⟩</p>	Additional Special Feature Notations	Relevant Requirements		<p style="text-align: center;">⟨same as the current Guidances⟩</p>	-	-		<p style="text-align: center;">⟨same as the current Guidances⟩</p>	<p>- WS was deleted on Rule Pt 4, Ch 6 (2016 version)</p> <p>WS: With Sparring</p>
Additional Special Feature Notations	Relevant Requirements																	
	<p style="text-align: center;">⟨omitted⟩</p>																	
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Present

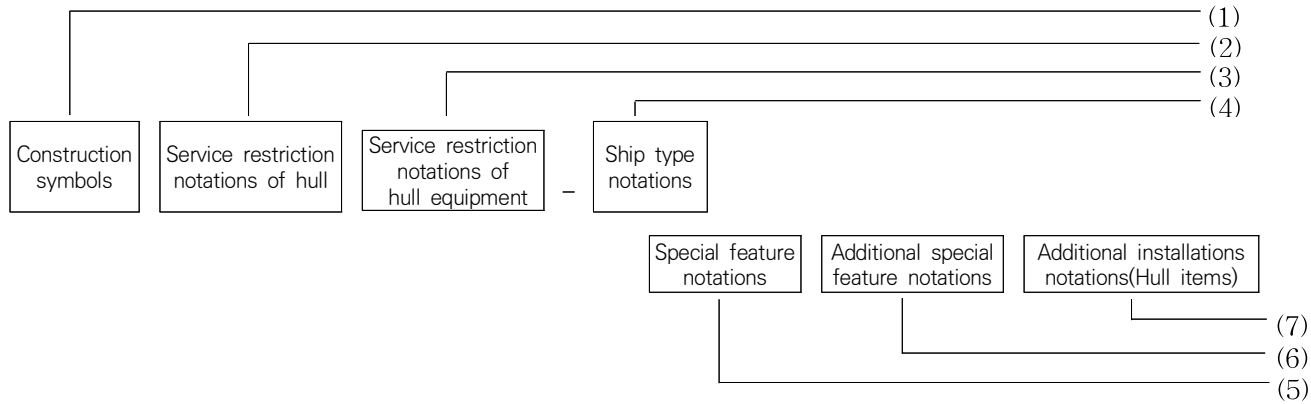
Amendments

Reason

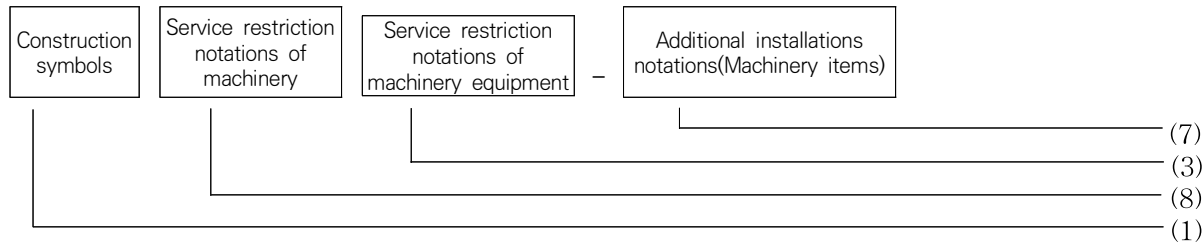
2. Written Examples of Class Notations

A typical arrangement of Class Notations will consist of the following structure.

<Hull>



<Machinery>



- (1) Construction symbols specified in Ch 1, 201. (1) of the Rules.
- (2) Service restriction notations of hull specified in Ch 1, 201. (2) of the Rules.
- (3) Service restriction notations of hull and machinery equipment specified in Ch 1, 201. (4) of the Rules.
- (4) Ship type notations specified in Ch 1, 201. (6) of the Rules and 1.1 above.
- (5) Special feature notations specified in Ch 1, 201. (7) of the Rules and 1.1 above.
- (6) Additional special feature notations specified in Ch 1, 201. (7) of the Rules and 1.1 Remarks (32) above.
- (7) Additional installations notations(Hull and Machinery items) specified in Ch 1, 201. (5) of the Rules and 1.2 above.
- (8) Service restriction notations of machinery specified in Ch 1, 201. (3) of the Rules.

<hereafter, omitted>

~~2. Written Examples of Class Notations~~

- totally deleted

- moved to KR Notation Guide, Annex -1

Present

Amendments

Reason

3.0 Special feature

Example :

In cases where the ship is applied to the reduced scantling as the restriction of navigation area and condition :

✘ KRS 0 - Barge
Service between Korea and Sakhalin during May and June

※ Comparison of Ice Class of the Society with Finnish-Swedish Ice Class Rules 2010 and Arctic Shipping Pollution Prevention Regulations

Ice Class of the Society	Ice Class of Finnish-Swedish Ice Class Rules 2010
IA Super	IA Super
IA	IA
IB	IB
IC	IC
*	II

Ice Class of the Society	Ice Class of Arctic Shipping Pollution Prevention Regulations
IA Super	Type A
IA	Type B
IB	Type C
IC	Type D
ID	Type D

(NOTES)

^{*)} ID class of the Society is not equal to II class of the Finnish-Swedish Ice Class Rule, because ID class requires strengthening of forward region.

[3.0 Special feature](#)

- totally deleted

⟨hereafter, same as the current Guidances⟩

- moved to KR Notation Guide, Annex -1

Present

Reason

Annex 1-12 Hull Survey for Classification Survey during Construction

Table 1 Surveyable Items Activities Table									
Reference	Shipbuilding function	Survey Requirements for Classification	Survey Method required for Classification	IACS reference*	Statutory requirements and relevant reference	Documentation available to classification Surveyor during construction	Documentation for ship construction file	Specific activities	Classification Society proposals for the project
<omitted>									
2.5 (2018)	Conformity for critical areas ¹⁾ , when defined, with alignment/fit up or weld configuration	Check alignment /fit up/gap against approved drawings	Witness and review	Rec 47		Shipbuilders and recognised standards and Rules as applicable, approved plan or standard, builder's records	Approved plans of critical areas if applicable	Verify that the information relevant to the latest approved drawings is available at the workstations	
								Verify the processes to ensure satisfactory fit up and alignment at all workstations	
								Verify that edge preparations are re-instated where lost during fitting operations	
								Verify remedial procedures are in place to compensate for wide gaps and alignment deviations	
(Remarks)									
¹⁾ For the critical areas, the following information are available: <ul style="list-style-type: none"> a) The approved Hull Construction Monitoring Plan, in case the ship assigned with "Sea Trust(HCM)" notation as Hull Construction Monitoring Procedure or, b) Ship structure access manual, if applicable or, c) Representative critical areas by ship type(refer to Annex 1-12-4) or, d) The following publications for critical structural areas, where applicable: <ul style="list-style-type: none"> i) Oil Tankers : Guidance Manual for Tanker Structures by TSCF or Guidelines for Surveys, Assessment and Repair of Hull Structures By IACS(Rec 96) or A.1047(27) (2011 ESP Code), as amended. ii) Bulk Carriers : Bulk Carriers Guidelines for Surveys, Assessment and Repair of Hull Structure by IACS(Rec 76) or A.1047(27)(2011 ESP Code) as mended. iii) General Dry Cargo Ships : Guidelines for Surveys, Assessment and Repair of Hull Structure By IACS(Rec. 55) iv) Container Ship : Guidelines for Surveys, Assessment and Repair of Hull Structure By IACS(Rec. 84) etc. 									
<omitted>									

- comments by Quality Management Team, distinguished required and reference items.

Amendments

Reason

Annex 1-12 Hull Survey for Classification Survey during Construction

Table 1 Surveyable Items Activities Table									
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								Verify remedial procedures are in place to compensate for wide gaps and alignment deviations	
<same as the current Guidances>									

- comments by Quality Management Team, distinguished required and reference items.

(Remarks)

¹⁾ For the critical areas, the following information are available:

a) The approved Hull Construction Monitoring Plan, in case the ship assigned with "Sea Trust(HCM)" notation as Hull Construction Monitoring Procedure or,

b) Ship structure access manual, if applicable or,

c) [other references \(2020\)](#)

[i\) Representative critical areas by ship type\(refer to Annex 1-12-4\) or,](#)

[ii\) The following publications for critical structural areas, where applicable:](#)

- [Oil Tankers : Guidance Manual for Tanker Structures by TSCF or Guidelines for Surveys, Assessment and Repair of Hull Structures By IACS\(Rec 96\) or A.1047\(27\) \(2011 ESP Code\), as amended.](#)

- [Bulk Carriers : Bulk Carriers Guidelines for Surveys, Assessment and Repair of Hull Structure by IACS\(Rec 76\) or A.1047\(27\)\(2011 ESP Code\) as mended.](#)

- [General Dry Cargo Ships : Guidelines for Surveys, Assessment and Repair of Hull Structure By IACS\(Rec. 55\)](#)

- [Container Ship : Guidelines for Surveys, Assessment and Repair of Hull Structure By IACS\(Rec. 84\) etc.](#)

(3) Effective date : 1 Jan. 2020

(Date of which the application for survey is submitted) - [CoC](#)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 4 Classification Survey after Construction</p> <p>401.~402. <omitted></p> <p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2017) 【See Rule】 <omitted></p> <p>1.~ 3. <omitted></p> <p>4. Classification Survey</p> <p>Classification Surveys may be, but are not required to be, credited as periodical surveys for maintenance of classification. <u>Recommendations and/or conditions of class</u> due for compliance at a specified periodical survey for maintenance of classification need not be carried out/complied with at a Classification Survey unless the Classification Survey is credited as the specified periodical survey for maintenance of classification or the <u>recommendation/condition of classification</u> is overdue.</p> <p>(1) When a ship is classed by the Society as a results of transfer of class (A) <omitted> (B) For vessels less than 15 years of age, an Interim Certificate of Class, or other documents enabling the vessel to trade are not to be issued, until all relevant surveys specified in (A) above have been satisfactorily completed; until all overdue surveys and all overdue <u>recommendations/conditions of class</u> previously issued against the subject vessel as specified to the Owner by the losing Society, have been completed and rectified by the Society.</p> <p>For vessels 15 years of age and above, an Interim Certificate of Class, or other documents enabling the vessel to trade are not to be issued, until all relevant surveys specified in (A) above have been satisfactorily completed; until all overdue surveys and all overdue <u>recommendations/conditions of class</u> previously issued against the subject vessel as specified to the Owner by the losing Society, have been completed and rectified by the losing Society.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 4 Classification Survey after Construction</p> <p>401.~402. <same as the current Guidances></p> <p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2017) 【See Rule】 <same as the current Guidances></p> <p>1.~ 3. <same as the current Guidances></p> <p>4. Classification Survey</p> <p>Classification Surveys may be, but are not required to be, credited as periodical surveys for maintenance of classification. <u>Conditions of Class</u> due for compliance at a specified periodical survey for maintenance of classification need not be carried out/complied with at a Classification Survey unless the Classification Survey is credited as the specified periodical survey for maintenance of classification or the <u>Condition of Class</u> is overdue. (2020)</p> <p>(1) When a ship is classed by the Society as a results of transfer of class (A) <same as the current Guidances> (B) For vessels less than 15 years of age, an Interim Certificate of Class, or other documents enabling the vessel to trade are not to be issued, until all relevant surveys specified in (A) above have been satisfactorily completed; until all overdue surveys and all overdue <u>Conditions of Class</u> previously issued against the subject vessel as specified to the Owner by the losing Society, have been completed and rectified by the Society.</p> <p>For vessels 15 years of age and above, an Interim Certificate of Class, or other documents enabling the vessel to trade are not to be issued, until all relevant surveys specified in (A) above have been satisfactorily completed; until all overdue surveys and all overdue <u>Conditions of Cclass</u> previously issued against the subject vessel as specified to the Owner by the losing Society, have been completed and rectified by the losing Society. (2020)</p> <p><hereafter, same as current Guidances></p>	<p>- reflected IACS PR 1A (Rev.7 Apr 2019) Section B, (e 1)</p> <p>- reflected IACS PR 1A (Rev.7 Apr 2019) Section A.1.1.2,</p> <p>- reflected IACS PR 1A (Rev.7 Apr 2019) Section A.1.1.3,</p>

Present	Amendments	Reason
<p>(C) The validity of the Interim Certificate of Class and the subsequent Certificate of Class is subject to any outstanding <u>recommendations/conditions of class</u> previously issued against the vessel being completed by the due and as specified by the losing Society. Any outstanding <u>recommendations/conditions of class</u> with their due dates are to be clearly stated on the: (a)~ (b) <omitted></p> <p>(D) Any additional information regarding outstanding surveys or <u>recommendations/conditions of class</u> received from the losing Society is to be dealt with in accordance with above (B) and (C) as applicable. If this additional information is received after the Interim Certificate of Classification has been issued, any surveys or <u>recommendations/conditions of class</u> which are overdue are to be dealt with at the first port of call: (a) ~ (b) <omitted></p> <p>(2) When a vessel is classed by the Society as a double classed vessel (A) <omitted> (B) Classification Survey is to be carried out in accordance with the requirements of (1) (A) above taking account of the <u>recommendations/conditions of class</u> of in the status provided by the first Society. (3) ~ (4) <omitted></p> <p>5. When a vessel is withdrawing class of the other Society from a double class arrangement with the Society (A) For vessels less than 15 years of age, all overdue <u>recommendations/conditions of class</u> of the withdrawing Society are to be completed at the first port of call at which surveys can be carried out and all outstanding <u>recommendations/conditions of class</u> of the withdrawing Society are to be completed by the due date of the withdrawing Society.</p> <p>For vessels of 15 years of age and over, all overdue <u>recommendations/conditions of class</u> of the withdrawing Society are to be completed by the withdrawing Society and all outstanding <u>recommendations/conditions of class</u> of the withdrawing Society are to be completed by the due date of the withdrawing Society.</p> <p><hereafter, omitted></p>	<p>(C) The validity of the Interim Certificate of Class and the subsequent Certificate of Class is subject to any outstanding <u>Conditions of Class</u> previously issued against the vessel being completed by the due and as specified by the losing Society. Any outstanding <u>Conditions of Class</u> with their due dates are to be clearly stated on the: (a)~ (b) <same as the current Guidances></p> <p>(D) Any additional information regarding outstanding surveys or <u>Conditions of Class</u> received from the losing Society is to be dealt with in accordance with above (B) and (C) as applicable. If this additional information is received after the Interim Certificate of Classification has been issued, any surveys or <u>Conditions of Class</u> which are overdue are to be dealt with at the first port of call: (a) ~ (b) <same as the current Guidances></p> <p>(2) When a vessel is classed by the Society as a double classed vessel (A) <same as the current Guidances> (B) Classification Survey is to be carried out in accordance with the requirements of (1) (A) above taking account of the <u>Conditions of Class</u> of in the status provided by the first Society. (3) ~ (4) <same as the current Guidances></p> <p>5. When a vessel is withdrawing class of the other Society from a double class arrangement with the Society (A) For vessels less than 15 years of age, all overdue <u>Conditions of Class</u> of the withdrawing Society are to be completed at the first port of call at which surveys can be carried out and all outstanding <u>Conditions of Class</u> of the withdrawing Society are to be completed by the due date of the withdrawing Society.</p> <p>For vessels of 15 years of age and over, all overdue <u>Conditions of Class</u> of the withdrawing Society are to be completed by the withdrawing Society and all outstanding <u>Conditions of Class</u> of the withdrawing Society are to be completed by the due date of the withdrawing Society.</p> <p><hereafter, same as current Guidances></p>	<p>- reflected IACS PR1A (Rev.7, May, 2019) Section A.1.5</p> <p>- reflected IACS PR1A (Rev.7, May, 2019) Section A.1.7</p> <p>- reflected IACS PR1B (Rev.4, May 2019) Section A.1.3.3</p> <p>- reflected IACS PR1B (Rev. 4, May 2019) Section D.1.1.1, i) & ii)</p>

Present	Amendments	Reason
<p>(B) The validity of the Certificate of Classification is subject to any outstanding <u>recommendations/conditions of class</u> previously issued against the vessel by the withdrawing Society being completed by the due date and as specified by the withdrawing Society. Any outstanding <u>recommendations/conditions of class</u> with their due dates are to be clearly stated on the:</p> <p>(a) class survey record if available on board; and (b) survey status</p> <p>(C) Any additional information regarding <u>recommendations/conditions of class</u> received from the withdrawing Society is to be dealt with in accordance with above (A) and (B) as applicable. If this additional information is received from the withdrawing Society after the Interim Certificate of Classification has been issued or the confirmation of the validation of the Certificate of Classification has been done, any <u>recommendations/conditions of class</u> which are overdue are to be dealt with at the first port of call at which surveys can be carried out by the relevant Society, depending on the age of the vessel.</p> <p>(D) When facilities are not available in the first port of survey, a direct voyage to a port where facilities are available may be accepted to complete surveys for overdue <u>recommendations/conditions of class</u> of the withdrawing Society.</p> <p>⟨hereafter, omitted⟩</p>	<p>(B) The validity of the Certificate of Classification is subject to any outstanding <u>Conditions of Class</u> previously issued against the vessel by the withdrawing Society being completed by the due date and as specified by the withdrawing Society. Any outstanding <u>Conditions of Class</u> with their due dates are to be clearly stated on the:</p> <p>(a) class survey record if available on board; and (b) survey status</p> <p>(C) Any additional information regarding <u>Conditions of Class</u> received from the withdrawing Society is to be dealt with in accordance with above (A) and (B) as applicable. If this additional information is received from the withdrawing Society after the Interim Certificate of Classification has been issued or the confirmation of the validation of the Certificate of Classification has been done, any <u>Conditions of Class</u> which are overdue are to be dealt with at the first port of call at which surveys can be carried out by the relevant Society, depending on the age of the vessel.</p> <p>(D) When facilities are not available in the first port of survey, a direct voyage to a port where facilities are available may be accepted to complete surveys for overdue <u>Conditions of Class</u> of the withdrawing Society.</p> <p>⟨hereafter, same as the current Guidances⟩</p>	<p>- reflected IACS PR1B (Rev.4, May 2019) Section D.1.5</p> <p>- reflected IACS PR1B (Rev.4, May 2019) Section D.1.7</p> <p>- reflected IACS PR1B (Rev.4, May 2019) Section D.1.4</p>

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 ~ Section 8 <omitted></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p>902. Survey items 【See Rule】 <omitted></p> <p>903. Planned Maintenance System</p> <p>1.~3. <omitted></p> <p>4. In application to 903. 4 of the Rules, the damage and repairs for PMS should be complied with the following requirements. 【See Rule】</p> <p>(1) ~ (2) <omitted></p> <p>(3) In the case of overdue outstanding <u>recommendations</u> or a record of unrepaired damage which would affect the PMS, the relevant items shall be kept out the PMS until the <u>recommendation</u> is fulfilled or the repair is carried out.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;">Section 1 ~ Section 8 <same as current Guidances></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p>902. Survey items 【See Rule】 <same as the current Guidances></p> <p>903. Planned Maintenance System</p> <p>1.~3. <same as the current Guidances></p> <p>4. In application to 903. 4 of the Rules, the damage and repairs for PMS should be complied with the following requirements. 【See Rule】</p> <p>(1) ~ (2) <same as the current Guidances></p> <p>(3) In the case of overdue outstanding <u>Conditions of Class</u> or a record of unrepaired damage which would affect the PMS, the relevant items shall be kept out the PMS until the <u>Conditions of Class</u> is fulfilled or the repair is carried out. (2020)</p> <p><hereafter, same as current Guidances></p>	<p>- harmonized with others</p>

Present	Amendments	Reason
<p>Annex 1-13 Owner's Hull Inspection and Maintenance Program</p> <p>1. General <omitted></p> <p>2. Requirements</p> <p>(1) Outstanding <u>recommendations/conditions of class</u> related to the hull, should be completed prior to the ship being able to participate in this program.</p> <p>(2) Surveys to maintain the classification are to be up-to-date, and without outstanding <u>recommendations/conditions of class</u> related to the hull structure and corrosion prevention system which would affect this program.</p> <p><omitted></p> <p>Annex 1-17 Laid-up and recommissioning of ships (2018)</p> <p>Section 1 General <omitted></p> <p>Section 2 Surveys</p> <p>201. Laid-up survey</p> <p>1. At the beginning of the laid-up period, a laid-up survey is to be carried out as the followings;</p> <p>(1) General condition of hull above the waterline</p> <p>(2) Laid-up condition and anchoring arrangement.</p> <p>In particular, the <u>recommendation</u> which is affected her laid-up directly is to be surveyed with special attention.</p> <p>(3) ~ (9)</p> <p>202. Re-commissioning survey</p> <p>1. <omitted></p> <p>2. The scope of the re-commissioning survey is to include:</p> <p>(1) ~ (2) <omitted></p> <p>(3) dealing with the <u>recommendations</u> due at the date of re-commissioning or which became due during the laid-up period.</p> <p><hereafter, omitted></p>	<p>Annex 1-13 Owner's Hull Inspection and Maintenance Program</p> <p>1. General <same as the current Guidances></p> <p>2. Requirements</p> <p>(1) Outstanding <u>Conditions of Class</u> related to the hull, should be completed prior to the ship being able to participate in this program.</p> <p>(2) Surveys to maintain the classification are to be up-to-date, and without outstanding <u>Conditions of Class</u> related to the hull structure and corrosion prevention system which would affect this program.</p> <p><same as the current Guidances></p> <p>Annex 1-17 Laid-up and recommissioning of ships (2018)</p> <p>Section 1 General <same as the current Guidances></p> <p>Section 2 Surveys</p> <p>201. Laid-up survey</p> <p>1. At the beginning of the laid-up period, a laid-up survey is to be carried out as the followings;</p> <p>(1) General condition of hull above the waterline</p> <p>(2) Laid-up condition and anchoring arrangement.</p> <p>In particular, the <u>Condition of Class</u> which is affected her laid-up directly is to be surveyed with special attention.</p> <p>(3) ~ (9)</p> <p>202. Re-commissioning survey</p> <p>1. <same as the current Guidances></p> <p>2. The scope of the re-commissioning survey is to include:</p> <p>(1) ~ (2) <same as the current Guidances></p> <p>(3) dealing with the <u>Conditions of Class</u> due at the date of re-commissioning or which became due during the laid-up period.</p> <p><hereafter, same as the current Guidances></p>	<p>- harmonized with others</p> <p>- harmonized with others</p> <p>- harmonized with others</p>

(4) Effective date : 1 July 2020

(Date of which the application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General <omitted></p> <p>201. Class notations 【See Rule】</p> <p>1. The definitions of terms specified in 201. (2) to (4) of the Rules are as follows. If the following definition are expressly provided by the flag administration, they are to follow the provided definition.</p> <p>(A) Coastal service area : Water area within 20 Nautical miles(1 Nautical mile=1852m) of the shore</p> <p>(B) Smooth water service area : Water area within lakes, rivers and harbours</p> <p>2. <u>Upon the request of the applicant(i.e., the Owner or the Builder), character of class including class notations shall be assigned to ships which have been built to comply with the corresponding requirements of the Rules. In addition to 201. (7) of the Rules, the Special Feature Notation such as designated cargo or purpose, etc. may be appended at the request of the Owner when considered appropriate by the Society.</u></p> <p>3. Regulations in 201. (3) of the Rules apply to ships having main propulsion machinery.</p> <p>4. In applications to 201. (2) to (4) of the Rules, the following service restriction notations of hull, machinery and equipment shall be applied.</p> <p><omitted></p> <p>5. The details for ship type, special feature notations and additional installations notations of class notations are given in Annex 1-1 of the Guidance.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General <same as the current Guidances></p> <p>201. Class notations 【See Rule】</p> <p>1. The definitions of terms specified in 201. (2) to (4) of the Rules are as follows. If the following definition are expressly provided by the flag administration, they are to follow the provided definition.</p> <p>(A) Coastal service area : Water area within 20 Nautical miles(1 Nautical mile=1852m) of the shore</p> <p>(B) Smooth water service area : Water area within lakes, rivers and harbours</p> <p>2. Regulations in 201. (3) of the Rules apply to ships having main propulsion machinery. <i>(2020)</i></p> <p>3. In applications to 201. (2) to (4) of the Rules, the following service restriction notations of hull, machinery and equipment shall be applied. <i>(2020)</i></p> <p><same as the current Guidance></p> <p>4. The details for ship type, special feature notations and additional installations notations of class notations are given in Annex 1-1 of the Guidance. <i>(2020)</i></p> <p><hereafter, same as the current Guidances></p>	<p>- adjusting No.</p> <p>- adjusting No.</p> <p>- adjusting No.</p>

Present	Amendments	Reason
<p>Section 4 Classification Survey after Construction</p> <p>401. Classification Survey after Construction 【See Rule】</p> <p>1. ~ 3. <omitted></p> <p>4. The Society may request further examinations, tests and measurements, including but not limited to material testing, non-destructive testing, hydraulic and hydrostatic tests and sea trial.</p> <p>5. Where the vessel has, during any portion of the five years prior to the request for classification being received, been previously classed by:</p> <p>(1) the Society, or</p> <p>(2) a Society subject to verification of compliance with QSCS(Quality System Certification Scheme) of IACS at the time it classed the vessel</p> <p><u>then survey requirements may be specially considered but are not to be less than those required by 403. of the Guidance.</u></p> <p>6. In the case of Passenger Ships and Fishing Vessels that are transferred from other IACS, the survey items apply above Paragraph 1, 2, 3 and 4 only. (2017)</p> <p><hereafter, omitted></p>	<p>Section 4 Classification Survey after Construction</p> <p>401. Classification Survey after Construction 【See Rule】</p> <p>1. ~ 3. <omitted></p> <p>4. The Society may request further examinations, tests and measurements, including but not limited to material testing, non-destructive testing, hydraulic and hydrostatic tests and sea trial.</p> <p>5. Where the vessel has, during any portion of the five years prior to the request for classification being received, been previously classed by: <u>by the Society or a Society subject to verification of compliance with QSCS and has not been subject to alteration or modification since class was withdrawn, the survey requirements may be specially considered but are not to be less than the following:</u></p> <p>(1) <u>for vessels previously classed with the Society - all overdue surveys and overdue conditions of class, or</u></p> <p>(2) <u>for vessels previously classed with a Society subject to verification of compliance with QSCS - surveys the same as those required by 403. of the Guidance.</u></p> <p>6. In the case of Passenger Ships and Fishing Vessels that are transferred from other IACS, the survey items apply above Paragraph 1, 2, 3 and 4 only. (2017)</p> <p><hereafter, same as the current Guidances></p>	<p>- reflected IACS PR 1D (Rev.2 Apr.2019), Section B.2.3</p>

Present	Amendments	Reason
<p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2017) 【See Rule】 (omitted)</p> <p>1.~3. (omitted)</p> <p>4. Classification Survey (omitted)</p> <p>(1) (omitted)</p> <p>(2) When a vessel is classed by the Society as a double classed vessel <u>(A) Double classed vessel is a vessel which is classed by two Societies and where each Society works as if it is the only Society classing the vessel, and does all surveys in accordance with its own requirements and schedule.</u></p> <p><u>(B) Classification Survey is to be carried out in accordance with the requirements of (1) (A) above taking account of the recommendations/conditions of class of in the status provided by the first Society.</u></p> <p>(3) When a vessel is classed by the Society as a dual classed vessel <u>(A) Dual classed vessel is a vessel which is classed by two Societies between which there is a written agreement regarding sharing of work.</u></p> <p><u>(B) Classification Survey having the scope of an Annual Survey as a minimum is to be carried out.</u></p> <p>(hereafter, omitted)</p>	<p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2017) 【See Rule】 (same as the current Guidances)</p> <p>1.~3. (same as the current Guidances)</p> <p>4. Classification Survey (same as the current Guidance)</p> <p>(1) (same as the current Guidances)</p> <p>(2) When a vessel is classed by the Society as a double classed vessel <u>(A) Classification Survey is to be carried out in accordance with the requirements of (1) (A) above taking account of the recommendations/conditions of class of in the status provided by the first Society. (2020)</u></p> <p>(3) When a vessel is classed by the Society as a dual classed vessel <u>(A) Classification Survey having the scope of an Annual Survey as a minimum is to be carried out. (2020)</u></p> <p>(hereafter, same as the current Guidances)</p>	<p>- adjusting No.</p> <p>- adjusting No.</p>

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Annex 1-1 Character of Classification

Annex 1-1 Character of Classification

1. Class Notation

1. Class Notation

1.1 Ship Type and Special Feature Notations

1.1 Ship Type and Special Feature Notations

(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items.

(Remarks) ⁽³⁵⁾ : The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items.

Additional Special Feature Notations		Relevant Requirements
SeaTrust (DAS1, DAS2, FSA1, FSA2, FSA3, HCM, SPR1, SPR2)	DAS1, DAS2, FSA1, FSA2, FSA3, HCM,	to ship which are constructed through applying a direct structure, fatigue assessment and hull construction monitoring requirements specified in Pt 3, Annex 3-2 to 3-4 of the Guidance. However, SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3) shall not be assigned for the ships with (CSR) notation. But, for the ship built in accordance with Common Structure Rules for Bulk Carriers and Oil Tankers(Pt 13) , Hull Construction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory.
	SPR1, SPR2,	to ships comply with the fatigue strength requirements specified in Guidelines for Fatigue Strength Assessment Including Springing.
<hereafter, omitted>		

Additional Special Feature Notations		Relevant Requirements
SeaTrust (DAS1, DAS2, FSA1, FSA2, FSA3, HCM, SPR1, SPR2) <i>(2020)</i>	DAS1, DAS2, FSA1, FSA2, FSA3, HCM,	to ship which are constructed through applying a direct structure, fatigue assessment and hull construction monitoring requirements specified in Pt 3, Annex 3-2 to 3-4 of the Guidance. However, SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3) shall not be assigned for the ships with (CSR) notation. But, for the ship built in accordance with Common Structure Rules for Bulk Carriers and Oil Tankers(Pt 13) , Hull Construction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory. For container ships in accordance with Pt 14, ships complying with Pt 14, Ch 7 and Ch 9 are assigned the notation SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3).
	SPR1, SPR2,	to ships comply with the fatigue strength requirements specified in Guidelines for Fatigue Strength Assessment Including Springing.
<hereafter, same as the current Guidances>		

- 14편 부기부호
추가

GUIDANCE RELATING TO THE RULES FOR CLASSIFICATION OF STEEL SHIPS

(Development Review : For external opinion inquiry)

Part 1 Classification and Surveys

2019. 11.



Machinery Rule Development Team

– Main Amendments –

(1) Effective date : 1 Jan. 2020 (Date of which the contract for construction is signed)

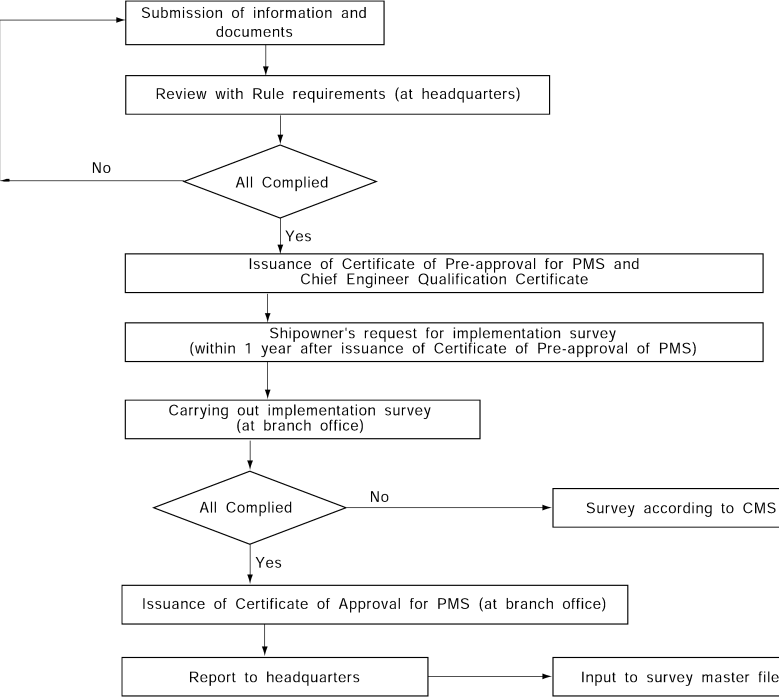
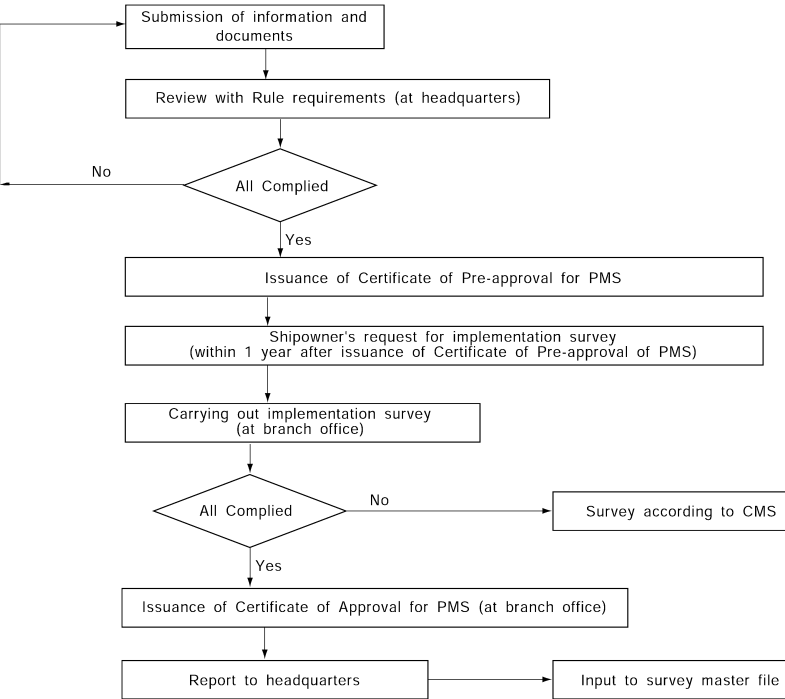
- Amendments have been made so that auxiliary machinery can be considered for inspection by the chief engineer during continuous inspection of machinery.

(2) Effective date : 1 July 2020 (Date of which the contract for construction is signed)

- The procedure for confirming the qualifications of the Chief Engineer during operation of PMS has been revised.

Present	Amendment	Remark
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;"><omitted></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p>902. Survey items [See Rule]</p> <ol style="list-style-type: none"> 1. In application to 902. 1 and 2 of the Rules, "the Guidance" means the requirements specified in Annex 1-7 of the Guidance. 2. In application to 902. 3 of the Rules, the term "deemed necessary by the Surveyor" means the cases as specified in Ch 1, 801. 6 of the Guidance. 3. In application to 902. 4 of the Rules, in case of passenger ships, the CMS should be complied with the followings. <ul style="list-style-type: none"> (1) <u>In applying Table 2 in Annex 1-7, inspections by chief engineers are not allowed and inspections are to be conducted in the presence of the Surveyor. (2019)</u> (2) Nevertheless the main and auxiliary engines for passenger ships may be overhauled(or opened up) in accordance with the following tables. However, opened up survey for high-rotating-speed internal combustion engines may be carried out in accordance with the requirements specified in 303. 2 (2) and 502. 1 (1) (b) of the Rules. <p style="text-align: center;"><omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;"><same as present></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p>902. Survey items [See Rule]</p> <ol style="list-style-type: none"> 1. In application to 902. 1 and 2 of the Rules, "the Guidance" means the requirements specified in Annex 1-7 of the Guidance. 2. In application to 902. 3 of the Rules, the term "deemed necessary by the Surveyor" means the cases as specified in Ch 1, 801. 6 of the Guidance. 3. In application to 902. 4 of the Rules, in case of passenger ships, the CMS should be complied with the followings. <ul style="list-style-type: none"> (1) <u>In applying Table 2 in Annex 1-7, inspections by chief engineers are not allowed for main and auxiliary engines, and inspections are to be conducted in the presence of the Surveyor. (2020)</u> (2) Nevertheless the main and auxiliary engines for passenger ships may be overhauled(or opened up) in accordance with the following tables. However, opened up survey for high-rotating-speed internal combustion engines may be carried out in accordance with the requirements specified in 303. 2 (2) and 502. 1 (1) (b) of the Rules. <p style="text-align: center;"><same as present></p>	<p>(amendment)</p> <p>- It has been revised that aux. machinery can be inspected by chief engineers.(2020.1.1.)</p>

Present	Amendment	Remark
<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;"><omitted></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p style="text-align: center;"><omitted></p> <p>903. Planned Maintenance System</p> <p style="text-align: center;"><omitted></p> <p>2. In application to 903. 2 of the Rules, the Implementation Survey and Annual Audit mean as follows; [see rule]</p> <p>(1) Implementation Survey;</p> <p>(A) The Implementation Survey shall be carried out by the Society within one year from the date of approval of PMS. (2019)</p> <p>(B) During the Implementation Survey the following shall be verified by the Surveyor to ensure;</p> <p>(a) the PMS is implemented according to the approved documents, and is adapted to the type and complexity of the components/system on board;</p> <p>(b) the PMS is producing the documentation required for the Annual Audit and the requirements of surveys and testing for retention of class are complied with;</p> <p>(c) the onboard personnel is familiar with the PMS. <u><Newly added></u></p> <p style="text-align: center;"><omitted></p> <p>(2) Annual Audit;</p> <p style="text-align: center;"><omitted></p> <p style="text-align: center;"><Newly added></p> <p>(F) Description of repairs carried out shall be examined. Any machinery part, which has been replaced by a spare one, due to damage, is to be retained on board, where possible, until examined by the Society's Surveyor.</p> <p style="text-align: center;"><omitted></p>	<p style="text-align: center;">CHAPTER 2 PERIODICAL AND OTHER SURVEYS</p> <p style="text-align: center;"><same as present></p> <p style="text-align: center;">Section 9 Continuous Survey of Machinery</p> <p style="text-align: center;"><same as present></p> <p>903. Planned Maintenance System</p> <p style="text-align: center;"><same as present></p> <p>2. In application to 903. 2 of the Rules, the Implementation Survey and Annual Audit mean as follows; [see rule]</p> <p>(1) Implementation Survey;</p> <p>(A) The Implementation Survey shall be carried out by the Society within one year from the date of approval of PMS. (2019)</p> <p>(B) During the Implementation Survey the following shall be verified by the Surveyor to ensure;</p> <p>(a) the PMS is implemented according to the approved documents, and is adapted to the type and complexity of the components/system on board;</p> <p>(b) the PMS is producing the documentation required for the Annual Audit and the requirements of surveys and testing for retention of class are complied with;</p> <p>(c) the onboard personnel is familiar with the PMS.</p> <p>(d) <u>First-grade licence issued in the relevant nation for Chief Engineer is to be provided.</u></p> <p style="text-align: center;"><same as present></p> <p>(2) Annual Audit;</p> <p style="text-align: center;"><same as present></p> <p>(F) <u>First-grade licence issued in the relevant nation for Chief Engineer is to be provided.</u></p> <p>(G) Description of repairs carried out shall be examined. Any machinery part, which has been replaced by a spare one, due to damage, is to be retained on board, where possible, until examined by the Society's Surveyor.</p> <p style="text-align: center;"><same as present></p>	<p>(amendment)</p> <p>- The procedure for issuance of the certificate of authorization of the Chief Engineer (Annex 1-8, paragraph 2) is deleted and the procedure for confirming the license of the Chief Engineer at the time of implementation survey/annual audit is added.(2020.7.1.)</p>

Present	Amendment	Remark
<p align="center">Annex 1-8 Planned Maintenance System Procedure(PMS) <omitted></p> <p>2. Chief Engineer's responsibility of PMS.</p> <p>(1) <u>Where a chief engineer is entitled to be complied with the following requirements, the Society is to issue the Chief Engineer Qualification Certificate.</u></p> <p>(A) <u>First-grade licence issued in the relevant nation is to be provided.</u></p> <p>(B) <u>To be recommended by the shipowner(or ship management company) and approved by the Society.</u></p> <p align="center"><omitted></p>  <p align="center">Fig 1 Flow chart for approval procedures</p> <p align="center"><omitted></p>	<p align="center">Annex 1-8 Planned Maintenance System Procedure(PMS) <same as present></p> <p>2. Chief Engineer's responsibility of PMS.</p> <p>(1) <u>Shipowner(or ship management company) is responsible for ensuring that Chief Engineer is qualified to maintain the PMS-covered equipment, and First-grade licence issued in the relevant nation for Chief Engineer is to be provided.</u></p> <p align="center"><same as present></p>  <p align="center">Fig 1 Flow chart for approval procedures</p> <p align="center"><same as present></p>	<p align="center">(amendment)</p> <p>- The requirements for the issuance of certificates of authorization is deleted and the regulations have been amended to confirm the license of the Chief Engineer during the implementation survey/annual audit (see Ch 2, Sec 9, 903.2 of the Guidance).(2020.7.1.)</p>
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(Draft)

Amended Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)

(for external opinion inquiry)

Jan. 2020



- Main Amendments -

(1) Effective date : 1 Mar. 2020 (Date of which the application for survey is submitted)

- The requirements for Conditional Certificate of Classification newly provided.

(1) Effective date : 1 Mar. 2020

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ 2 <omitted></p> <p style="text-align: center;">Section 3 Classification Survey during Construction</p> <p>301. ~ 306. <omitted></p> <p>307. Stability <u>experiments</u> [See Guidance]</p> <ol style="list-style-type: none"> 1. <omitted> 2. <u>The stability experiments</u> in above Par 1 are to demonstrate that their intact stability is adequate for the service intended. Adequate intact stability means compliance with standards laid down by the relevant Administration or those of the Society taking into account the ship's size and type. The level of intact stability for ships with a length of 24 m and above <u>in any case</u> should not be less than that provided by <u>Part A of IMO Res.MSC.267(85)(Adoption of the international code on intact stability, 2008(2008 IS Code))</u> as applicable to the type of ship being considered. Where other criteria are accepted by the Administration concerned, these criteria may be used for the purpose of classification. Evidence of approval by the Administration concerned may be accepted for the purpose of classification. <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 ~ 2 <same as the current Rules></p> <p style="text-align: center;">Section 3 Classification Survey during Construction</p> <p>301. ~ 306. <same as the current Rules></p> <p>307. Stability <u>experiments (2020)</u> [See Guidance]</p> <ol style="list-style-type: none"> 1. <same as the current Rules> 2. The <u>preparation and approval of stability booklets experiments</u> in above Par 1 are to demonstrate that their intact stability is adequate for the service intended. Adequate intact stability means compliance with standards laid down by the relevant Administration or those of the Society taking into account the ship's size and type. The level of intact stability for ships with a length of 24 m and above in any case should not be less than that provided by Part A of IMO Res.MSC.267(85)(Adoption of the international code on intact stability, 2008(2008 IS Code)) as applicable to the type of ship being considered. Where other criteria are accepted by the Administration concerned, these criteria may be used for the purpose of classification. Evidence of approval by the Administration concerned may be accepted for the purpose of classification. <p><hereafter, same as the current Rules></p>	<p>- reflect the opinion by the Stability & Tonnage Team</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 5 Certificates and Reports</p> <p>501. Certificate of Classification <omitted></p> <p>502. Interim Certificate of Classification</p> <ol style="list-style-type: none"> 1. Where ships have undergone a Classification Survey during or after Construction to the satisfaction of the Surveyor, <u>the Interim Certificate of Classification will be issued.</u> 2. <u>Where a single direct voyage to repair yard/survey port or demolition yard, etc. is allowed with the Interim Certificate of Classification instead of the Certificate of Classification, an Interim Certificate of Classification will be issued. 【See Guidance】</u> <p><newly added></p> <p>503. ~ 504. <omitted></p>	<p style="text-align: center;">Section 5 Certificates and Reports</p> <p>501. Certificate of Classification <same as the current Rules></p> <p>502. Interim Certificate of Classification (2020)</p> <ol style="list-style-type: none"> 1. Where ships have undergone a Classification Survey during or after Construction to the satisfaction of the Surveyor, the Interim Certificate of Classification will be issued to permit the ship to trade while the Certificate of Classification is prepared. 2. Where a single direct voyage to repair yard/survey port or demolition yard, etc. is allowed with the Interim Certificate of Classification instead of the Certificate of Classification, an Interim Certificate of Classification will be issued. 【See Guidance】 <p>503. Conditional Certificate of Classification (2020)</p> <ol style="list-style-type: none"> 1. A Conditional Certificate of Classification is to be issued where a single direct voyage to a repair yard/survey port/another place of laid-up or demolition yard, etc., in lieu of a Classification Certificate. In this case, "a single direct voyage is allowed" means the cases as specified in 901. 5 or 7. 2. In addition, where deemed necessary by the Society, it issues the Conditional Certificate of Classification as specified by the Society <p>504. 503. ~ 505. 504. <same as the current Rules></p>	<p>- At the request of the Survey Team(SUR3000-2509-2019, 2019.12.23.)</p> <p>- reference of Instructions for Convention Survey</p> <p>- moved to the conditional Certificate of Classification newly provided.</p> <p>- at the request of the Survey Team : the requirements of Conditional Certificate of Classification have been newly provided</p>

Present	Amendments	Reason
<p>505. Keeping of the certificates and survey reports The Certificate of Classification, the Interim Certificate of Classification, Particular Sheets and Survey Reports, etc. are always to be kept on board by the master of the ship and are to be produced when requested by the Surveyor.</p> <p>506. <omitted></p> <p>507. Re-issue and return of certificate</p> <ol style="list-style-type: none"> 1. When the Certificate of Classification, the Interim Certificate of Classification, Particular Sheets, or Survey Reports are lost or impaired, or when the items stated in them require alteration, the application for re-issue must be made without delay. 2. When a ship holding the Interim Certificate of Classification is furnished with the Certificate of Classification, when the certificate is re-issued except in the case of its loss, or when the classification is cancelled, the old certificate is to be returned to the Society without delay. <p>508. ~ 509. <omitted></p> <p style="text-align: center;">Section 6 Application for Survey</p> <p>601. ~ 602. <omitted></p> <p>603. Re-issue of certificate The application for re-issue and return of the Classification Certificate, the Interim Classification Certificate, Particular Sheets and Survey Reports are to be made by the Owner.</p> <p><hereafter, omitted></p>	<p>506. 505. Keeping of the certificates and survey reports <i>(2020)</i> The Certificate of Classification <u>or</u> the Interim Certificate of Classification <u>or the Conditional Certificate of Classification</u>, Particular Sheets and Survey Reports, etc. are always to be kept on board by the master of the ship and are to be produced when requested by the Surveyor.</p> <p>507. 506. <i>(2020)</i> <same as the current Rules></p> <p>507. Re-issue and return of certificate <i>(2020)</i></p> <ol style="list-style-type: none"> 1. When the Certificate of Classification <u>or</u> the Interim Certificate of Classification <u>or the Conditional Certificate of Classification</u>, Particular Sheets, or Survey Reports are lost or impaired, or when the items stated in them require alteration, the application for re-issue must be made without delay. 2. When a ship holding the Interim Certificate of Classification <u>or the Conditional Certificate of Classification</u>, is furnished with the Certificate of Classification, when the certificate is re-issued except in the case of its loss, or when the classification is cancelled, the old certificate is to be returned to the Society without delay. <p>509. 508. ~ 510. 509. <i>(2020)</i> <same as the current Rules></p> <p style="text-align: center;">Section 6 Application for Survey</p> <p>601. ~ 602. <same as the current Rules></p> <p>603. Re-issue of certificate <i>(2020)</i> The application for re-issue and return of the Classification Certificate <u>or</u> the Interim Classification Certificate <u>or the Conditional Certificate of Classification</u>, Particular Sheets and Survey Reports are to be made by the Owner.</p> <p><hereafter, same as the current Rules></p>	<p>- added the Conditional Certificate of Classification</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1. <omitted></p> <p>2. The classification may be suspended in accordance with the Society's suspension procedure. <u><newly added></u></p> <p>(1)~ (6) <omitted></p> <p>(7) in the event of non-payment of fees</p> <p><u>Classification will be reinstated if the cause of such suspension are removed, or upon verification that the overdue survey has been satisfactorily dealt with. Suspension of class decided by the Society takes effect from the date when the condition for suspension of class are met and will remain in effect until such time as the class is reinstated once the due items and/or surveys have been dealt with.</u></p> <p>3.~6. <omitted></p> <p>7. When a vessel is intended for a single voyage from laid-up position to repair yard with any periodical survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the site of lay up to the repair yard, provided the Society finds the vessel in satisfactory condition after surveys, the extent of which are to be based on surveys overdue and duration of lay-up. <u>An Interim Certificate of Classification</u> with conditions for the intended voyage may be issued. This is not applicable to vessels whose class was already suspended prior to being laid-up.</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 9 Suspension/Withdrawal of Class and Reclassification</p> <p>901. Suspension/Reinstatement of class</p> <p>1. <same as the current Rules></p> <p>2. The classification may be suspended in accordance with the Society's suspension procedure. <u>(2020)</u></p> <p><u>Classification will be reinstated if the cause of such suspension are removed, or upon verification that the overdue survey has been satisfactorily dealt with. Suspension of class decided by the Society takes effect from the date when the condition for suspension of class are met and will remain in effect until such time as the class is reinstated once the due items and/or surveys have been dealt with.</u></p> <p>(1) ~ (6) <same as the current Rules></p> <p>(7) in the event of non-payment of fees</p> <p><u>Classification will be reinstated if the cause of such suspension are removed, or upon verification that the overdue survey has been satisfactorily dealt with. Suspension of class decided by the Society takes effect from the date when the condition for suspension of class are met and will remain in effect until such time as the class is reinstated once the due items and/or surveys have been dealt with.</u></p> <p>3.~6. <same as the current Rules></p> <p>7. When a vessel is intended for a single voyage from laid-up position to repair yard with any periodical survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the site of lay up to the repair yard, provided the Society finds the vessel in satisfactory condition after surveys, the extent of which are to be based on surveys overdue and duration of lay-up. <u>A Conditional An Interim Certificate of Classification</u> with conditions for the intended voyage may be issued. This is not applicable to vessels whose class was already suspended prior to being laid-up. <u>(2020)</u></p> <p><hereafter, same as the current Rules></p>	<p>- at the request of the Survey Team</p> <p>- to be moved to upper part</p>

(Draft)

Amended Guidance Relating to the Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)

(for external opinion inquiry)

Jan. 2020



- Main Amendments -

(1) Effective date : 1 Mar. 2020 (Date of which the application for survey is submitted)

- Amendment of Equivalence (Reflected improvement needs according to the result of supervision of the Ministry of Maritime Affairs & Fisheries)
- Reflect the Procedure for Design Appraisal & Drawing Approval(QP-18, Rev. 43)-Table 7. Drawings to be approved by the Branch Office
- Amendment of Stability experiments & deletion of Annex 1-2 "Guidance for Intact Stability (2008 IS Code is to be referred)
- Re-established Fire-Fighting on Tug Boat's special Feature Notation in Appendix 1-1

(1) Effective date : 1 Mar. 2020

(Date of which application for survey is submitted)

Present	Amendments	Reason
<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>Tests and Inspections specified in the Rules of the Society are to be carried out under attendance of the Surveyor, unless expressly specified otherwise.</p> <p>104. Equivalence [See Rule]</p> <p>In application to 104. of the Rules, the term "deemed to be equivalent to the Rules to the satisfaction to the Society" includes the following cases.</p> <p>(1) <u>Where complying with a standard deemed appropriate by the Society(ISO, KS, ASME, JIS, etc.).</u></p> <p>(2)Where approved in accordance with Guidance for Approval of Risk-based Ship Design.</p> <p>(3) Where having proven service experience deemed appropriate by the Society. For the purposes of this paragraph, proven in-service experience means having a service record of maintaining the performance without any damage for sufficient period.</p> <p>(4) Where there are records of vessel approved by any Society which is subject to verification of compliance with QSCS(Quality System Certification Scheme) of IACS. <i>(2020)</i></p> <p><hereafter, omitted></p>	<p style="text-align: center;">CHAPTER 1 CLASSIFICATION</p> <p style="text-align: center;">Section 1 General</p> <p>Tests and Inspections specified in the Rules of the Society are to be carried out under attendance of the Surveyor, unless expressly specified otherwise.</p> <p>104. Equivalence [See Rule]</p> <p>In application to 104. of the Rules, the term "deemed to be equivalent to the Rules to the satisfaction to the Society" includes the following cases.</p> <p>(1) <u>Where as recognized international standards (ISO, IEC, etc.) or national standards (KS, JIS, ASME, etc.) recognized by the Society, each cited in the Classificatin Technical Rules, Where complying with a standard deemed appropriate by the Society(ISO, KS, ASME, JIS, etc.): <i>(2020)</i></u></p> <p>(2) Where approved in accordance with Guidance for Approval of Risk-based Ship Design.</p> <p>(3) Where having proven service experience deemed appropriate by the Society. For the purposes of this paragraph, proven in-service experience means having a service record of maintaining the performance without any damage for sufficient period.</p> <p>(4) Where there are records of vessel approved by any Society which is subject to verification of compliance with QSCS(Quality System Certification Scheme) of IACS. <i>(2020)</i></p> <p><hereafter, same as the current Guidances></p>	<p>- Reflected improvement needs according to the result of supervision of the Ministry of Maritime Affairs & Fisheries</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 3 Classification Survey during Construction</p> <p>301. <omitted></p> <p>302. Approval of plans [See Rule]</p> <p>1. ~ 3. <omitted></p> <p>4. Examination and test plans</p> <p>The shipbuilder <u>is to submit</u> the examination and test plans including the followings to the Surveyor prior to the relevant examination and test.</p> <p>(1) Inspection and Test Plan(ITP)</p> <p>(2) <u>proposals for the examination of completed steelwork – generally referred to as the block plan and are to include details of joining blocks together at the pre-erection and erection stages or at other relevant stages</u></p> <p>(3) proposals for fit up examinations where necessary</p> <p>(4) proposals for testing of the structure(leak and hydrostatic) as well as for all watertight and weathertight closing appliances</p> <p>(5) proposals for non-destructive examination</p> <p>(6) Procedure of stability experiment</p> <p>(7) Procedure of Sea Trial</p> <p>(8) The coating work specification and quality control scheme(including inspection of surface preparation and coating processes for ships with PSPC notation)</p> <p>(9) Proposals for the examination of cargo handling appliances(where applicable)</p> <p>(10) Onboard Test Procedure <Newly provided></p> <p>(11) any other proposals specific to the ship type or to the statutory requirements(where applicable)</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 3 Classification Survey during Construction</p> <p>301. <same as the current Guidance></p> <p>302. Approval of plans [See Rule]</p> <p>1. ~ 3. <same as the current Guidance></p> <p>4. Examination and test plans <u>(2020)</u></p> <p><u>For approval or reference, t</u>The shipbuilder <u>is to submit</u> the examination and test plans including the followings to the Surveyor prior to the relevant examination and test.</p> <p><u>(1) Approval</u></p> <p>(A) <u>(1)</u> Inspection and Test Plan(ITP)</p> <p>(B) <u>(3)</u> proposals for fit up examinations (where necessary)</p> <p>(C) <u>(4)</u> proposals for testing of the structure(leak and hydrostatic) as well as for all watertight and weathertight closing appliances</p> <p>(D) <u>(5)</u> proposals for non-destructive examination</p> <p>(E) <u>(6)</u> Procedure of stability experiment</p> <p>(G) <u>(7)</u> Procedure of Sea Trial</p> <p>(H) <u>(8)</u> The coating work specification and quality control scheme(including inspection of surface preparation and coating processes for ships with PSPC notation)</p> <p>(I) Proposals for the examination of cargo handling appliances(where applicable)</p> <p>(J) <u>(10)</u> Onboard Test Procedure</p> <p>(K) <u>Hull Construction Monitoring Plan (where applicable)</u></p> <p>(L) <u>(11) any other proposals specific to the ship type or to the statutory requirements(where applicable)</u></p> <p><u>(2) Reference</u></p> <p>(A) <u>(2)</u> <u>proposals for the examination of completed steelwork – generally referred to as the block plan and are to include details of joining blocks together at the pre-erection and erection stages or at other relevant stages</u></p> <p><hereafter, same as the current Guidance></p>	<p>- Reflect the Procedure for Design Appraisal & Drawing Approval(QP-18, Rev. 43)-Table 7.</p> <p>Drwaings to be approved by the Branch Office</p> <p>- In accordance with Guidance Pt 3, Annex 3-4</p>

Present	Amendments	Reason
<p>307. Stability experiments [See Rule]</p> <ol style="list-style-type: none"> 1. <omitted> 2. Stability experiments stated in the Rules mean inclining experiments and rolling tests. Where the rolling period could be calculated in accordance with the formula specified in Annex 1-2 of the Guidance, the rolling tests may be dispensed with except those specially required by the Society. 3. The requirements for intact stability shall be given in Annex 1-2 of the Guidance. 4. Where a loading instrument is installed onboard according to requirement in 307. 2 of the Rules, the approval and survey procedures are given in Annex 1-10 of the Guidance. 	<p>307. Stability experiments (2020)[See Rule]</p> <ol style="list-style-type: none"> 1. <same as the current Rules> 2. Stability experiments stated in the Rules mean inclining experiments and rolling tests. Where the rolling period could be calculated in accordance with the formula specified in <u>2008 IS Code Part A Annex 1-2 of the Guidance</u>, the rolling tests may be dispensed with except those specially required by the Society. <u>(2020)</u> 3. The requirements for intact stability shall be given in Annex 1-2 of the Guidance. 3. 4. Where a loading instrument is installed onboard according to requirement in 307. 2 of the Rules, the approval and survey procedures are given in Annex 1-10 of the Guidance. <u>(2020)</u> 	<p>Amendment of Stability experiments & deletion of Annex 1-2 "Guidance for Intact Stability</p> <p>(2008 IS Code is to be referred)</p> <p>- reflect the opinion by the Stability & Tonnage Team</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 4 Classification Survey after Construction</p> <p>401. Classification Survey after Construction [See Rule] <omitted></p> <p>402. Submission of plans [See Rule]</p> <p>1. For the Classification Survey after Construction, <u>the following plans and documents are to be submitted to the Society well in advance.</u> Where deemed necessary by the Society, the list of plans and documents other than those specified below are to be notified to the owner and there are to be submitted to the Society.</p> <p>(1) Hull : 3 copies(2 copies for (I), (J), (L), (N) and (O)) (A) General arrangement (B) Midship section (C) Construction profile and deck plans (D)~ (H) <omitted> (I) Capacity plan (J) Loading manual(where required) (2018) (K) Loading instrument test report(where required) (2018) (L) Lines or equivalent (where required) (2018) (M) Lumber storage plan(where assignment of timber freeboard is required) (N) Stability information booklet(including hydrostatic curves or table) (O) Damage stability calculation(where required)</p> <p><omitted></p> <p>(6) Others (A) A copy of survey reports(including Ship's Particulars and Initial Records) (B) Copies of Classification Certificate, Statutory Certificate and Certificate of Registry (C) Others indicating the ship's history and other particulars if necessary</p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 4 Classification Survey after Construction</p> <p>401. Classification Survey after Construction [See Rule] <same as the current Guidance></p> <p>402. Submission of plans [See Rule]</p> <p>1. For the Classification Survey after Construction, <u>the following plans and documents(except for (I) and (L) of (1)) of (1) through (5) are to be submitted for approval and (I), (L) of (1) and (6) are to be submitted for reference</u> to the Society well in advance. Where deemed necessary by the Society, the list of plans and documents other than those specified below are to be notified to the owner and there are to be submitted to the Society.</p> <p>(1) Hull : 3 copies(2 copies for (I), (J), (L), (N) and (O)) (A) General arrangement (B) Midship section (C) Construction profile and deck plans (D)~ (H) <same as the current Guidances> (I) Capacity plan – for reference (2020) (J) Loading manual(where required) (2018) (K) Loading instrument test report(where required) (2018) (L) Lines or equivalent (where required) – <u>for reference (2020)</u> (M) Lumber storage plan(where assignment of timber freeboard is required) (N) Stability information booklet(including hydrostatic curves or table) (O) Damage stability calculation(where required)</p> <p><same as the current Guidance></p> <p>(6)Others (A) A copy of survey reports(including Ship's Particulars and Initial Records) (B) Copies of Classification Certificate, Statutory Certificate and Certificate of Registry (C) Others indicating the ship's history and other particulars if necessary</p> <p><hereafter, same as the current Guidance></p>	<p>- comments by Dry Cargo Team</p>

Present	Amendments	Reason
<p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2017) 【See Rule】</p> <p>When a ship holding class with any Society which is subject to verification of compliance with QSCS(Quality System Certification Scheme) of IACS is intended for classification, plans and documents to be submitted and items to be surveyed etc., are listed as below. Where deemed necessary by the Society, the list of plans and documents other than those specified below are to be notified to the Owner and there are <u>to be submitted</u> to the Society.</p> <p>1. Plan and document (2018)</p> <p>(1) Hull : 1 copy</p> <p>(A) General arrangement</p> <p>(B) Midship section</p> <p>(C) Construction profile and deck plans</p> <p>(D) Shell expansion</p> <p>(E) Transverse bulkheads</p> <p>(F) Rudder and Rudder stock construction</p> <p><u>(G) Stern frame</u></p> <p><u>(H) Hatches and hatch-closing arrangements</u>(when hatch covers are provided)</p> <p><u>(I) Capacity plan</u></p> <p><u>(J) Loading manual</u>(where required) (2018)</p> <p><u>(K) Lumber storage plan</u>(where assignment of timber freeboard is required)</p> <p><u>(L) Stability information booklet</u>(including hydrostatic curves or table)</p> <p><u>(M) Damage stability calculation</u>(where required)</p> <p><u>(N) For vessels built under IACS Common Structural Rules(Pt 11, Pt 12 or Pt 13 of the Rules), plans showing, for each structural element, both as-built and renewal thicknesses and any thickness for "voluntary addition"</u></p> <p>〈hereafter, omitted〉</p>	<p>403. Classification Survey of ships classed by other classes or TOC(Transfer of Classification) (2020) 【See Rule】</p> <p>When a ship holding class with any Society which is subject to verification of compliance with QSCS(Quality System Certification Scheme) of IACS is intended for classification, plans and documents to be submitted and items to be surveyed etc., are listed as below. Where deemed necessary by the Society, the list of plans and documents other than those specified below are to be notified to the Owner and there are to be submitted <u>for reference</u> to the Society.</p> <p>1. Plan and document (2020)</p> <p>(1) Hull : 1 copy</p> <p>(A) General arrangement</p> <p>(B) Midship section</p> <p>(C) Construction profile and deck plans</p> <p>(D) Shell expansion</p> <p>(E) Transverse bulkheads</p> <p>(F) Rudder and Rudder stock construction</p> <p><u>(G) Stern frame</u></p> <p><u>(G) (+) Hatches and hatch-closing arrangements</u>(when hatch covers are provided) (2020)</p> <p><u>(H) (+) Capacity plan</u> (2020)</p> <p><u>(I) (+) Loading manual</u>(where required) (2020)</p> <p><u>(J) (+) Lumber storage plan</u>(where assignment of timber freeboard is required) (2020)</p> <p><u>(K) (+) Stability information booklet</u>(including hydrostatic curves or table) (2020)</p> <p><u>(L) (+) Damage stability calculation</u>(where required) (2020)</p> <p><u>(M) (+) For vessels built under IACS Common Structural Rules(Pt 11, Pt 12 or Pt 13 of the Rules), plans showing, for each structural element, both as-built and renewal thicknesses and any thickness for "voluntary addition"</u> (2020)</p> <p>〈hereafter, same as the current Guidance〉</p>	<p>- reflect the opinion by the Quality Management Team</p> <p>At the request of the Survey team by Meme(쪽지) 의거(2019.12.13) - PR 1A(TOC) : did not mentioned the related dwg.</p>

Present	Amendments	Reason
<p style="text-align: center;">Section 5 Certificates and Reports</p> <p>502. Interim Certificate of classification [See Rule]</p> <p>1. In application to 502. 2 of the Rules, the term "where a single direct voyage is allowed" means the cases as specified in 901. 5 or 7 of the Rules, etc.</p> <p>2. In addition to the 502. of the Rules, where deemed necessary by the Society, Interim Certificate of Classification will be issued. And the additional cases of issuing the Interim Certificate of Classification are to be in accordance with the separate requirement specified by the Society. <i>(2020)</i></p> <p><hereafter, omitted></p>	<p style="text-align: center;">Section 5 Certificates and Reports</p> <p>502. Interim Certificate of classification [See Rule]</p> <p>1. In application to 502. 2 of the Rules, the term "where a single direct voyage is allowed" means the cases as specified in 901. 5 or 7 of the Rules, etc.</p> <p>2. In addition to the 502. of the Rules, where deemed necessary by the Society, Interim Certificate of Classification will be issued. And the additional cases of issuing the Interim Certificate of Classification are to be in accordance with the separate requirement specified by the Society.</p> <p><same as the current Guidance></p>	<p>- Move to Rule Ch 1, 502.</p>

Present

Reason

Annex 1-1 Character of Classification

1. Class Notation

1.1 Ship Type and Special Feature Notations

1.~14. <omitted>

Ship Types	Special Feature Notations		Remarks
15-1. Tug Boat	A* (Purpose)	B (Requirements for <u>explosion-protected electrical equipment in dangerous zone</u>)	A* : In relation to Special Feature Notation, A(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel. (2019) - : Additional notation is not required for tug boats or pushers built only for the purpose of tug or pusher work. (24) : As shown in the following: 1) GA : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships complied with the requirements for explosion-protected electrical equipment in dangerous zone. 2) GC : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships not applied to the requirements for explosion-protected electrical equipment in dangerous zone. Type A : permanent connection type Type B : removable connection type
	- Salvage Supply Anchor <newly added> Oil Recovery(GA, GB or GC) ⁽²⁵⁾	(GA or GC) ⁽²⁴⁾	

<hereafter, omitted>

- At the request of the Environment & piping Team(ENP4700-5376-2019, 2019.11.15.)
: When it complies with the "Enforcement Regulations of Ship Arrival and Departure, Annex 2, Standards for Fire Extinguishing Facilities," etc., the "Fire-Fighting" specialty feature notations shall be granted. GA or GC are shown in the following:

Amendments

Reason

Annex 1-1 Character of Classification

1. Class Notation

1.1 Ship Type and Special Feature Notations

1.~14. <omitted>

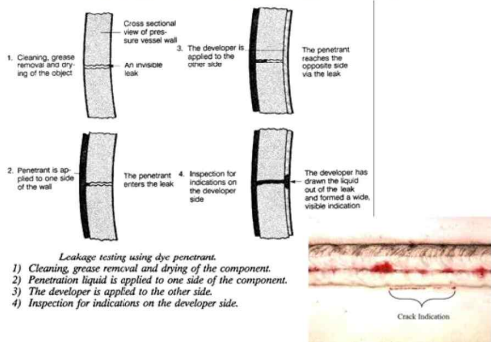
Ship Types	Special Feature Notations	Remarks
15-1. Tug Boat	<div style="text-align: center;">B (Requirements for explosion-protected electrical equipment in dangerous zone)</div> <hr/> <div style="text-align: center;">A* (Purpose)</div>	<p>A* : In relation to Special Feature Notation, A(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel. (2019)</p> <p>- : Additional notation is not required for tug boats or pushers built only for the purpose of tug or pusher work.</p> <p>(24) : <u>When it complies with the "Enforcement Regulations of Ship Arrival and Departure, Annex 2, Standards for Fire Extinguishing Facilities," etc., the "Fire-Fighting" specialty feature notations shall be granted. GA or GC are shown in the following:</u></p> <p>1) GA : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships complied with the requirements for explosion-protected electrical equipment in dangerous zone.</p> <p>2) GC : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships not applied to the requirements for explosion-protected electrical equipment in dangerous zone.</p> <p>Type A : permanent connection type Type B : removable connection type</p>
	<div style="text-align: center;">(GA or GC)⁽²⁴⁾</div> <hr/> <div style="text-align: center;">- Salvage Supply Anchor <u>Fire-Fighting(GA, GC)⁽²⁴⁾</u> Oil Recovery(GA, GB or GC)⁽²⁵⁾</div>	

<hereafter, same as the current Guidances>

- At the request of the Environment & piping Team(ENP4700-5376-2019, 2019.11.15.)
: When it complies with the "Enforcement Regulations of Ship Arrival and Departure, Annex 2, Standards for Fire Extinguishing Facilities," etc., the "Fire-Fighting" specialty feature notations shall be granted. GA or GC are shown in the following:

Present	Amendments	Reason
<p data-bbox="152 244 900 288"><u>Annex 1-2 Guidance for Intact Stability</u></p> <p data-bbox="342 360 734 395">INTRODUCTION <omitted></p> <p data-bbox="210 467 869 502">PART A MANDATORY CRITERIA <omitted></p> <p data-bbox="125 587 965 687">PART B <u>RECOMMENDATIONS FOR CERTAIN TYPES OF SHIPS AND ADDITIONAL GUIDELINES <omitted></u></p> <p data-bbox="91 836 304 863"><hereafter, omitted></p>	<p data-bbox="1070 244 1818 288">Annex 1-2 Guidance for Intact Stability</p> <p data-bbox="1263 360 1655 395">INTRODUCTION <deleted></p> <p data-bbox="1128 467 1787 502">PART A MANDATORY CRITERIA <deleted></p> <p data-bbox="1043 587 1883 687">PART B RECOMMENDATIONS FOR CERTAIN TYPES OF SHIPS AND ADDITIONAL GUIDELINES <deleted></p> <p data-bbox="1014 807 1491 834"><hereafter, same as the current Guidances></p>	<p data-bbox="1939 244 2130 427">To refer to the 2008 IS Code without referencing Annex 1-2 of the Guidance.</p>

Present	Amendments	Reason
<p data-bbox="107 244 976 308">Annex 1–12 Hull Survey for Classification Survey during Construction</p> <p data-bbox="120 347 336 379">1. ~ 7. <omitted></p> <p data-bbox="120 440 797 472">8. Examination and test plan for newbuilding activities</p> <p data-bbox="152 483 990 603">(1) The shipbuilder is to provide plans of the items which are intended to be examined and tested. These plans need not be submitted for approval and examination at the time of the kick off meeting. They are to include:</p> <p data-bbox="197 608 990 727">(A) proposals for the examination of completed steelwork – generally referred to as the block plan and are to include details of joining blocks together at the pre-erection and erection stages or at other relevant stages</p> <p data-bbox="197 730 891 762">(B) proposals for fit up examinations where necessary</p> <p data-bbox="197 791 990 882">(C) proposals for testing of the structure(leak and hydro-static) as well as for all watertight and weathertight closing appliances</p> <p data-bbox="197 911 712 943">(D) proposals for non-destructive testing</p> <p data-bbox="197 946 990 1002">(E) any other proposals specific to the ship type or to the statutory requirements.</p> <p data-bbox="152 1007 990 1098">(2) The plans and any modifications to them are to be submitted to the Surveyors in sufficient time to allow review before the relevant survey activity commences.</p> <p data-bbox="152 1102 990 1193">(3) In addition to above (1) and (2), for tankers and bulk carriers subject to SOLAS Ch II-1 Pt A-1 Reg.3-10, see also Appendix 1-12-2 to this Annex.</p> <p data-bbox="181 1225 409 1257"><hereafter, omitted></p>	<p data-bbox="1025 244 1895 308">Annex 1–12 Hull Survey for Classification Survey during Construction</p> <p data-bbox="1039 347 1496 379">1. ~ 7. <same as the current Rules></p> <p data-bbox="1039 440 1715 472">8. Examination and test plan for newbuilding activities</p> <p data-bbox="1070 483 1908 603">(1) The shipbuilder is to provide plans of the items which are intended to be examined and tested. These plans need not be submitted for approval and examination at the time of the kick off meeting. They are to include: <u>(2020)</u></p> <p data-bbox="1115 608 1908 759">(A) proposals for the examination of completed steelwork – generally referred to as the block plan and are to include details of joining blocks together at the pre-erection and erection stages or at other relevant stages <u>(for reference)</u></p> <p data-bbox="1115 762 1908 818">(B) proposals for fit up examinations where necessary <u>(for approval)</u></p> <p data-bbox="1115 821 1908 912">(C) proposals for testing of the structure(leak and hydro-static) as well as for all watertight and weathertight closing appliances <u>(for approval)</u></p> <p data-bbox="1115 916 1818 948">(D) proposals for non-destructive testing <u>(for approval)</u></p> <p data-bbox="1115 951 1908 1007">(E) any other proposals specific to the ship type or to the statutory requirements. <u>(for approval)</u></p> <p data-bbox="1070 1011 1908 1102">(2) The plans and any modifications to them are to be submitted to the Surveyors in sufficient time to allow review before the relevant survey activity commences.</p> <p data-bbox="1070 1107 1908 1198">(3) In addition to above (1) and (2), for tankers and bulk carriers subject to SOLAS Ch II-1 Pt A-1 Reg.3-10, see also Appendix 1-12-2 to this Annex.</p> <p data-bbox="1032 1230 1543 1262"><hereafter, same as the current Guidances></p>	<p data-bbox="1939 244 2128 427">- reflect the opinion by the Quality Management Team</p> <p data-bbox="1939 472 2128 624">- They have been aligned with Ch 1, 302.4 “Examination and test plans”.</p>

Present	Amendments	Reason
<p data-bbox="143 244 943 308">Annex 1-16 Procedures for Testing Tanks and Tight Boundaries (2018)</p> <p data-bbox="91 308 219 336">〈omitted〉</p> <p data-bbox="376 387 707 422">PART A-SOLAS Ships</p> <p data-bbox="125 432 338 461">1. ~ 3. 〈omitted〉</p> <p data-bbox="125 485 360 513">4. Test Procedures</p> <p data-bbox="159 526 398 555">(1) ~ (3) 〈omitted〉</p> <p data-bbox="159 560 383 588">(4) Test Methods</p> <p data-bbox="197 593 443 622">(A) ~ (G) 〈omitted〉</p> <p data-bbox="197 627 454 655">(H) Penetration test</p> <p data-bbox="248 660 992 927">(a) A test of butt welds or other weld joints uses the application of a low surface tension liquid at one side of a compartment boundary or structural arrangement. If no liquid is detected on the opposite sides of the boundaries after the expiration of a defined period of time, this indicates tightness of the boundaries. In certain cases, a developer solution may be painted or sprayed on the other side of the weld to aid leak detection.</p> <p data-bbox="248 1393 499 1422">〈hereafter, omitted〉</p>	<p data-bbox="1057 244 1856 308">Annex 1-16 Procedures for Testing Tanks and Tight Boundaries (2018)</p> <p data-bbox="1016 308 1458 336">〈same as the current Guidances〉</p> <p data-bbox="1290 387 1621 422">PART A-SOLAS Ships</p> <p data-bbox="1046 432 1554 461">1. ~ 3. 〈same as the current Guidances〉</p> <p data-bbox="1046 485 1281 513">4. Test Procedures</p> <p data-bbox="1079 526 1628 555">(1) ~ (3) 〈same as the current Guidances〉</p> <p data-bbox="1079 560 1303 588">(4) Test Methods</p> <p data-bbox="1120 593 1673 622">(A) ~ (G) 〈same as the current Guidances〉</p> <p data-bbox="1120 627 1377 655">(H) Penetration test</p> <p data-bbox="1171 660 1904 959">(a) A test of butt welds or other weld joints uses the application of a low surface tension liquid at one side of a compartment boundary or structural arrangement. If no liquid is detected on the opposite sides of the boundaries after the expiration of a defined period of time, this indicates tightness of the boundaries. In certain cases, a developer solution may be painted or sprayed on the other side of the weld to aid leak detection. (refer to Fig. 1) (2020)</p> <p data-bbox="1227 970 1612 999">Finding Leaks with Dye Penetrant</p>  <p data-bbox="1182 1257 1451 1310"> <i>Leakage testing using dye penetrant.</i> 1) Cleaning, grease removal and drying of the component. 2) Penetration liquid is applied to one side of the component. 3) The developer is applied to the other side. 4) Inspection for indications on the developer side. </p> <p data-bbox="1182 1361 1883 1422">Fig. 1 Finding leaks with Penetration Test (from IACS Hull Panel)</p> <p data-bbox="1046 1437 1458 1466">〈same as the current Guidances〉</p>	<p data-bbox="1921 376 2136 639">- Reflected the periodic assessment by EC & IACS Hull Panel recommendation</p> <p data-bbox="1921 730 2136 1118">- the current (a) “Liquid penetration testing” of (I) “Other test” can be utilized on (b) “other methods of testing” of (I)</p>

- Main Amendments -

(2) Additional Installations Notations “IGS” <2020.07.01.>

- Relevant Requirements of Additional Installations Notations “IGS” of liquefied gas carrier has been revised.

(2) Effective date : 1 July 2020

(Date of which application for survey is submitted)

Present	Amendment	Reason												
<p style="text-align: center;">Annex 1-1 Character of Classification</p> <p>1. Class Notation</p> <p>1.1 Ship Type and Special Feature Notations</p> <p><omitted></p> <p>1.2 Additional Installations Notations</p> <p>The following Additional Installations Notations may be appended to ships complying with the relevant requirements.</p> <table border="1" data-bbox="152 603 869 820"> <thead> <tr> <th colspan="2">Additional Installations Notations</th> <th>Relevant Requirements</th> </tr> </thead> <tbody> <tr> <td>Machinery Items</td> <td>IGS</td> <td>to ships where the Inert Gas Systems specified in Pt 8, Ch 2, 405. of the Rules are provided onboard.</td> </tr> </tbody> </table> <p><hereafter, omitted></p>	Additional Installations Notations		Relevant Requirements	Machinery Items	IGS	to ships where the Inert Gas Systems specified in Pt 8, Ch 2, 405. of the Rules are provided onboard.	<p style="text-align: center;">Annex 1-1 Character of Classification</p> <p>1. Class Notation</p> <p>1.1 Ship Type and Special Feature Notations</p> <p><same as the present></p> <p>1.2 Additional Installations Notations</p> <p>The following Additional Installations Notations may be appended to ships complying with the relevant requirements.</p> <table border="1" data-bbox="1070 603 1861 975"> <thead> <tr> <th colspan="2">Additional Installations Notations</th> <th>Relevant Requirements</th> </tr> </thead> <tbody> <tr> <td>Machinery Items</td> <td>IGS</td> <td>to ships where the Inert Gas Systems specified in Pt 8, Ch 2, 405. of the Rules are provided onboard, <u>other than ships carrying liquefied gases in bulk to ships carrying liquefied gases in bulk where the Inert Gas Systems specified in Pt 7, Ch 5, 905. 1 of the Rules are provided onboard.</u></td> </tr> </tbody> </table> <p><hereafter, same as the present></p>	Additional Installations Notations		Relevant Requirements	Machinery Items	IGS	to ships where the Inert Gas Systems specified in Pt 8, Ch 2, 405. of the Rules are provided onboard, <u>other than ships carrying liquefied gases in bulk to ships carrying liquefied gases in bulk where the Inert Gas Systems specified in Pt 7, Ch 5, 905. 1 of the Rules are provided onboard.</u>	<p>- related with the amendment of Pt 7 Ch 5 905. 1 (1) of Guidance</p>
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(Draft)

**Amended Guidances for the
Classification of Steel Ships**

(Part 1 Classification and Surveys, Annex 1–18)

(For external opinion inquiry)

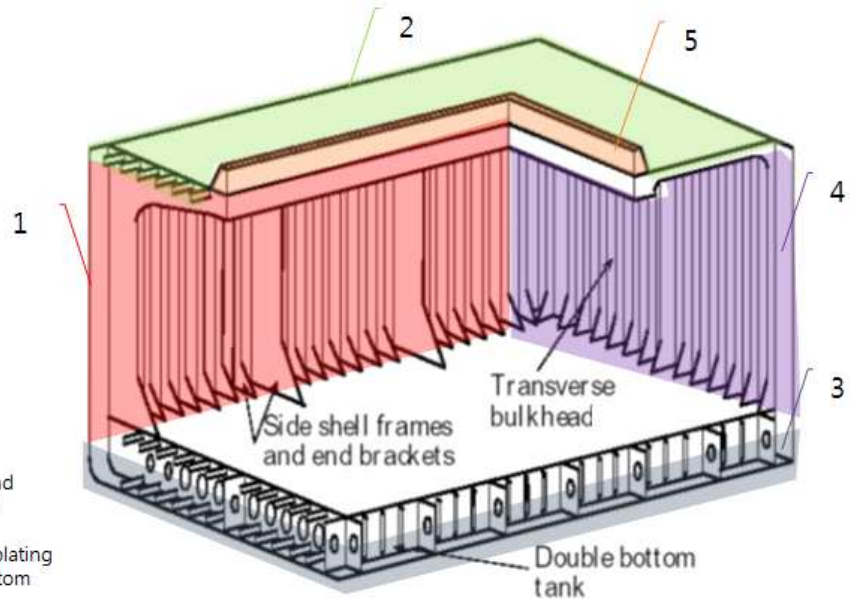
Aug. 2019



Annex 1-18 In case of promptly and thoroughly repaired, Areas to be considered (2019)

1. In case of promptly and thoroughly repaired, examples of areas to be considered for General Ship, Bulk Carrier, Double Skin Bulk Carrier and Double Hull Oil Tanker are as follows

(1) General Ship



<p>(Gooseneck with steel flap type)</p>	<p>Welding connection</p>
<p>6. Examination of the weld connection between air pipes and deck plating (202. 1 (1) (f))</p>	

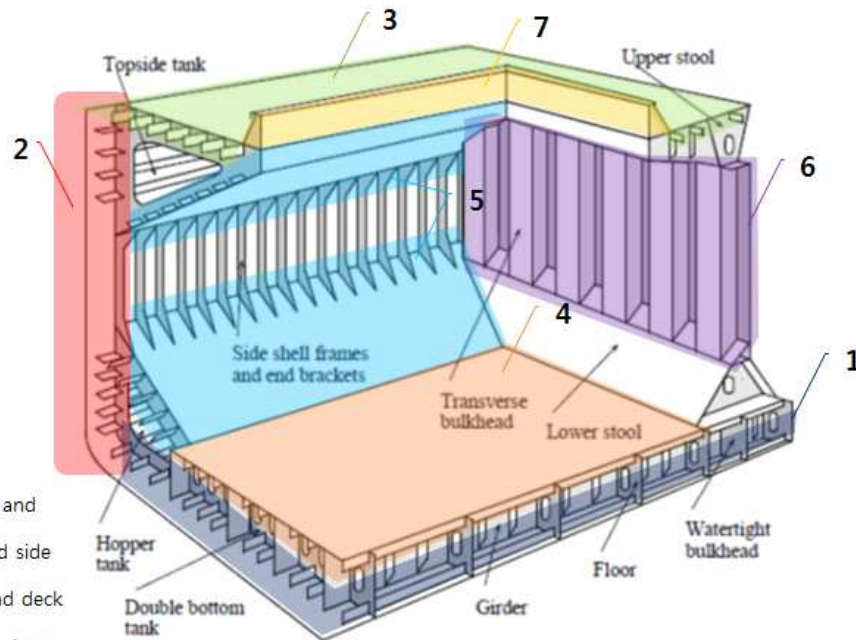


7. External examination of all air pipe heads installed on the exposed decks (202. 1 (1) (g))



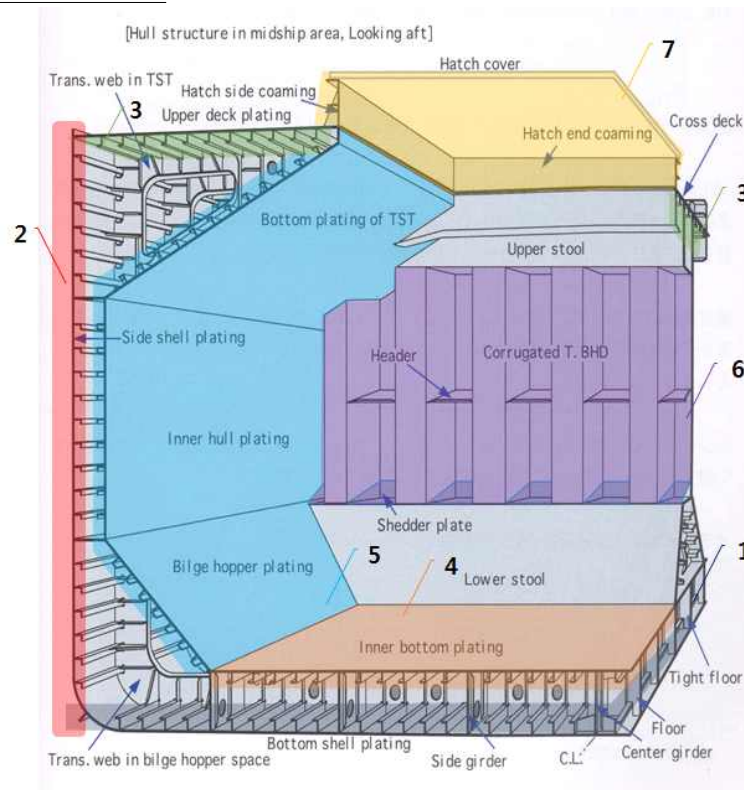
8. Examining the ventilators and air pipes, including their coamings and closing appliances (202. 1 (6))

(2) Bulk Carrier



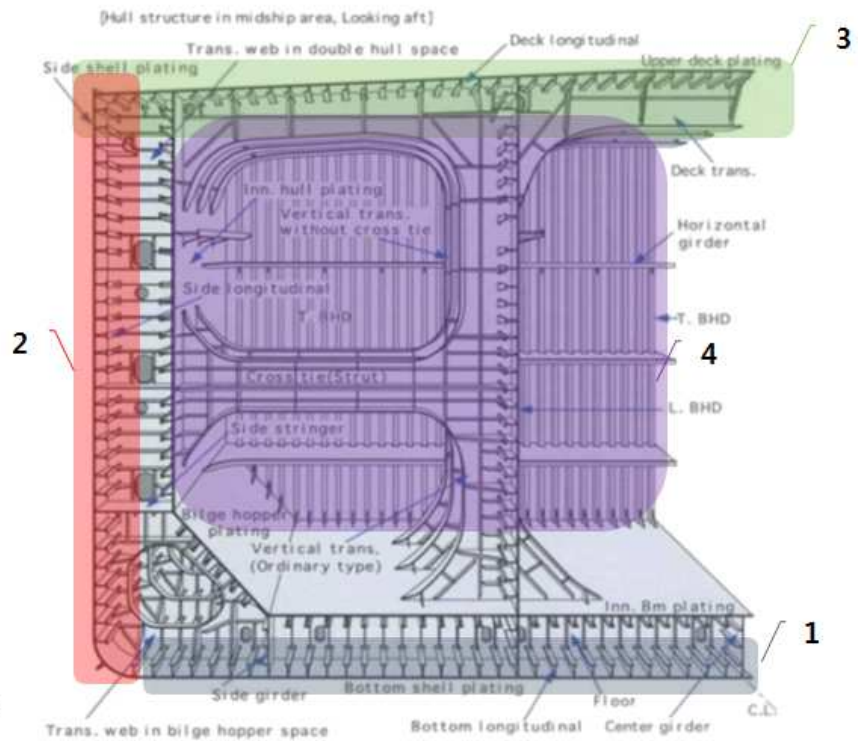
1. Bottom structure and bottom plating
2. Side structure and side plating
3. Deck structure and deck plating
4. Inner bottom structure and inner bottom plating
5. Inner side structure and inner side plating
6. Watertight or oiltight bulkheads
7. Hatch coamings

(3) Double Skin Bulk Carrier



1. Bottom structure and bottom plating
2. Side structure and side plating
3. Deck structure and deck plating
4. Inner bottom structure and inner bottom plating
5. Inner side structure and inner side plating
6. Watertight or oiltight bulkheads
7. Hatch covers and hatch coamings

(4) Double Hull Oil Tanker



1. Bottom structure and bottom plating
2. Side structure and side plating
3. Deck structure and deck plating
4. Watertight or oiltight bulkheads